

ARMY



NAVY

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JOURNAL.

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FORCES.

VOLUME XX.—NUMBER 19. }
WHOLE NUMBER 1007.

NEW YORK, SATURDAY, DECEMBER 9, 1882.

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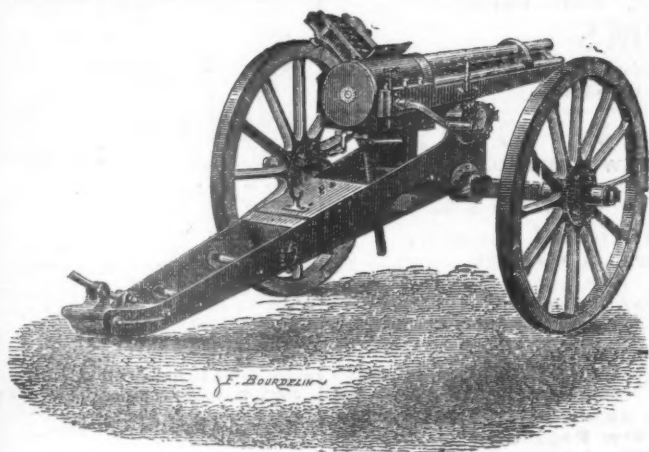
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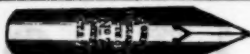
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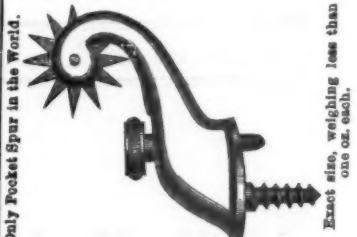
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REPORT OF THE SECRETARY OF WAR.

WAR DEPARTMENT, NOV. 14, 1882.

To the President:

I have the honor to submit the following annual report of the administration of this department:

Expenditures, Appropriations, and Estimates.

The expenditures of the War Department for the fiscal year ending June 30, 1882, were as follows:

Salaries, contingent expenses, and postage	\$1,311,072 70
Military Establishment—Army and Military Academy	27,567,183 44
Public works	13,128,692 94
Miscellaneous objects	3,345,400 56
Total	\$45,349,319 64

The appropriations for the fiscal year 1883 are as follows:

Salaries, contingent expenses, and postage	\$2,231,737 51
Military Establishment—Army and Military Academy	27,137,396 63
Public works	22,709,366 56
Miscellaneous objects	3,683,929 88
Total	\$55,662,420 93

The estimates for the fiscal year 1884, as revised by me, are as follows:

Salaries, contingent expenses, and postage	\$2,366,040 03
Military Establishment—Army and Military Academy	28,901,445 94
Public works, exclusive of harbors and rivers	4,513,902 44
Miscellaneous objects	3,096,531 73
Total	\$38,877,920 14

The estimates do not include any items for improving rivers and harbors, or for the work of improving the Mississippi River under the Mississippi River Commission. The estimates of amounts which may be expended during the next fiscal year on these works aggregate \$33,889,000. These estimates are prepared and are ready for submission when they may be called for.

To obviate what have heretofore been called "special" estimates for buildings at military posts, submitted to Congress from time to time, the sum required for such buildings have this year, for the first time, been included in the annual estimates. They aggregate \$1,651,859.48. A special report, prepared by the General of the Army, showing the necessity of the buildings estimated for, accompanies this report.

The increase of the estimates for salaries and contingent expenses is caused by the augmentation of the clerical force to be engaged upon pension work; fifty new clerks in the Signal Office; the General Service men now estimated for, and all the buildings rented for the War Department bureaus, estimated for as required by the act of August 5, 1882 (12 Statutes, 241), the principal item of increase over the appropriations being \$66,000 for clerks in the Signal Office.

The increase of the estimates for the military establishment is on account of enlargement of the retired list of the Army, the longevity pay to retired officers, and the increased cost of subsistence and quartermaster's supplies. The item pay of the Military Academy is also increased \$30,460 to provide for the cadets under the new Congressional apportionment.

Estimates for the entire support of the Signal Service are now submitted, and they include all items for amounts now paid from Army appropriations and from "line receipts" of military telegraph lines, which would then be covered into the Treasury as miscellaneous receipts. The several items of increase are more specifically explained by notes in the book of estimates.

The Army.

The report of the General of the Army is very interesting. He urges strongly that the limit of the enlisted strength of the Army be fixed at 30,000 men instead of 25,000 men, as now established. No increase in the number of officers would be caused, and we would have at each of our numerous posts a force not only larger but more efficient. Our soldiers are overworked, and the companies are too small for discipline or real economy. I again concur in his recommendation.

The only Indian troubles during the past year occurred in Arizona and the southwestern border of New Mexico, by outbreaks of the Apaches. The military force in that region has been increased, and it is believed that no further trouble of moment need be apprehended. The General is of opinion, and I agree with him, that the time is at hand at which Congress should make provision for permanent and comfortable posts at important strategic points, so that many hastily and cheaply built posts which have served their purpose as pioneer outposts may be abandoned.

The General of the Army also recommends, for good reasons, such a change in the Articles of War as will provide for the designation of some one officer at each garrison or post to try and punish soldiers guilty of minor offences, so as to avoid numerous and cumbersome Courts-martial. The officer, while performing this duty, would resemble a police magistrate, and it is believed that the promptness with which he could act would be very beneficial to discipline.

There were last year 7,341 enlistments and re-enlistments in the Army, and more than half of that number of desertions—3,721 soldiers deserted. Some remedy must be found for this trouble, for it is not only very expensive, but very hurtful to the morale of the Army. The General believes that a partial remedy may be found

by increasing the pay to what it was in 1865, that is \$16 per month for a private soldier, and a proportionate amount for non-commissioned officers. When the actual cost of supplying a deserter's place is considered, such an increase would not cause an equivalent increase in aggregate public expenditures.

I invite attention to the remarks of the General on the subject of providing for such an exchange of stations by regiments that the officers and men may have an assurance that within certain periods they will be relieved from duty on the remote frontier and be brought nearer the thickly settled parts of the country.

The Artillery School at Fortress Monroe and the new School of Application for Infantry and Cavalry at Fort Leavenworth are serving a most useful purpose. Their cost is not more than garrisons of the same size, and they are, in fact, only large posts, in which every officer and soldier is, by study and practice, being better fitted for his duties.

Military Academy.

At the beginning of the present academic year, the necessities of the military service required such changes in the commands of military departments as to give an opportunity for abolishing the Department of West Point, and thereby restoring the Academy to its former and proper condition under the law. The late Superintendent concurs in the opinion of the Board of Visitors, which is herewith submitted, that the state of discipline is all that could be required—not too severe, and yet exacting a prompt and military habit and attention to duty. He also joins in the recommendation of the Board of Visitors that a new public chapel be erected, which is much needed for religious services and for the graduating exercises, which are now held in open air for the want of a hall of sufficient capacity, and it is thought that \$50,000 would accomplish this desirable work.

Adjutant General's Department.

The Adjutant General reports an increasing interest in the militia in many States. Whenever requested the Department sends officers of the Army to State encampments to inspect them and to render such assistance as may properly be given. The State military authorities are furnished with a sufficient number of copies of the new Army Regulations, and it is recommended that the Adjutant General be authorized to send out also tactical works, blank forms, and such books prescribed for the Army as will be useful in perfecting volunteer military organizations.

The reports of the several officers performing the duties of professors of tactics and military science afford proof of the beneficial results to the students of a system blending military instruction with the regular studies of a collegiate course. The average number of pupils at the several military colleges and universities during the past year was 4,060, and, omitting attendance at recitations and lectures on military subjects of interest, the following figures represent the average attendance at drills: Artillery drills, 529; infantry drills, 2,504, or nearly two-thirds of the entire number of students. The aptitude of the pupils is reported very satisfactory, while steadily growing interest is manifested by the respective faculties.

The Adjutant General renews his recommendation that the law should be so amended as to permit officers at remote posts to employ enlisted men for domestic purposes. As has already been said, in many remote places no servants can possibly be obtained, and officers must not only cook their own meals but groom their horses, or violate the law as it now stands. It would seem clear that no officer can habitually do such work and properly supervise his company and command; and it is recommended that the law be modified so that, with the consent of the soldier and the approval of the department commander, an officer may be allowed the services of an enlisted man of his immediate command, the pay proper of the soldier being withheld by the Government and paid by the officer benefited.

It is also recommended that there be restored the per diem allowance to officers serving away from their stations on Courts-martial and military boards. In many cases such duty is an exceedingly expensive burden to an officer.

The Adjutant General recommends that the beneficial legislation of the last session which substituted civilian clerks for "General Service enlisted men" on clerical duty in Washington be extended to include clerks required at the various military headquarters of the Army.

The calls upon the Adjutant General for information in pension and other claims were more in number than he could answer. The large number of new clerks are rapidly becoming familiar with the work required, and less delay will occur hereafter. The work of this character done during the year is as follows:

Number of calls (from all sources):	
On hand October 1, 1881.....	23,748
Received during the year.....	176,361
Finished during the year.....	300,099
Remaining on hand October 1, 1882.....	154,277

The Soldiers' Home.

The Commissioners of the Soldiers' Home report that during the past year the strictest economy in administering its affairs has been necessarily practiced. The expenses of the Home are increasing by reason of the increase of the number of inmates, without any corresponding increase in the income. The total receipts during the last year were \$125,933.13, and the expenditures \$123,889.60. The number of persons receiving

the benefits of the Home on September 30, 1881, was 588, and on September 30, 1882, 623.

Government Hospital for the Insane.

The following is a statement of the number of persons committed to the Government Hospital for the Insane, under the orders of the Secretary of War, from October 1, 1881, to October 1, 1882:

Officers of the U. S. Army (retired).....	1
Officers of the late Volunteer Service (U. S. Colored Troops).....	1
Enlisted men of the U. S. Army.....	45
Late soldiers of the U. S. Army.....	8
Late Volunteer soldiers.....	1
Inmates of the United States Soldiers' Home.....	6
Military prisoners.....	5
Employees of the Quartermaster's Department.....	1
Hospital matrons.....	1
Total.....	68

Military Prison.

The conduct of affairs at the Military Prison at Fort Leavenworth, Kansas, has been very satisfactory during the past year. The number of prisoners on June 30, 1881, was 447. During the year 339 prisoners were received, 326 were discharged, 6 escaped, and one died, leaving 453 in prison on June 30, 1882. Work in the prison shops has progressed favorably, there having been manufactured 52,109 pairs of boots and shoes; the equivalent of 1,434 single sets of harness; 30,000 brooms; 2,236 barrack chairs; and the necessary packing boxes and crates. The prisoners have also done much work in building and repairing buildings, and in carrying on the prison farm. The regular inspections have been made by the Board of Commissioners, at which the condition of the prison and its inmates has been carefully examined and all complaints by prisoners inquired into. The admirable manner in which this large establishment is governed compels the renewal of my recommendation of last year that the officer in charge should be given the local rank and the pay and allowance of a Colonel, as only a reasonable return for the service he renders the Government.

Bureau of Military Justice.

The Judge Advocate General reports the receipt and review at his bureau of 1,854 records of trials by general courts-martial, and the furnishing to the Secretary of War of 891 reports and opinions on questions of law, &c. There have also been furnished 661 transcripts of proceedings of courts-martial for the use of the Pension Bureau and Treasury Department; and to parties tried 238 copies of courts-martial records, containing 9,156 pages, have been supplied. The number of trials of enlisted men by inferior courts received and filed in the different military departments, (excepting Arizona, from which no report was received) is stated to be 8,795. The necessity of amending the Articles of War indicated and recommended by the Judge Advocate General in his last annual report is considered, and the recommendation renewed. Extracts from reports of judge advocates and acting judge advocates embodying recommendations in various matters pertaining to the administration of military justice are appended to the report.

Quartermaster's Department.

At the beginning of the last fiscal year there remained in the Treasury, as balances applicable to expenses of prior years, the sum of \$1,705,296.04; there was appropriated for the year the sum of \$11,923,385.83; the balance undrawn on June 30, 1882, was \$1,182,239.65.

The Quartermaster General renews the recommendation that post quartermaster sergeants be enlisted as assistants to the officers detailed from the line to perform duty in the Quartermaster's Department, and also that the officers of the line serving as acting assistant quartermasters be allowed the same additional compensation—that is, \$10 per month—as is allowed line officers detailed for duty in the Subsistence Department. The duties are important, and I recommend that the discrimination be removed.

The Army has been, it is believed, promptly and comfortably clothed. Improvements in articles of wear were made from time to time, as occasion required and the department deemed essential, when the limited appropriation would admit. Under the act of March 3, 1881, old-pattern clothing of considerable value has been transferred to the National Home for Disabled Volunteers. There was furnished to Indian prisoners of war \$4,995.18 worth of clothing and equipment. Under the authority of Congress, given in special cases, the Secretary of War has made loans of camp and garrison equipment, principally tents and flags, to various organizations, at an expense of \$4,758.10 for transportation, damage, and loss. The stock of hospital tents has been much used in this way.

There were purchased 1,363 cavalry and artillery horses, the average cost being \$133.48; and 641 mules, at average cost of \$188.76, and 49 draught horses, at average cost of \$195.29, were purchased for the trains. There were sold 1,943 horses and 884 mules, the horses for \$88,174.65 and the mules for \$36,343.97. The proceeds have been deposited in the Treasury, excepting the small sum received from sales to officers. There were on hand July 1, 1881, 20,803 animals, and on June 30, 1882, 18,946. There were issued during the year 119,884 cords of wood and 39,903 tons of coal. Forage issues were as follows: 585,578 bushels of corn; 835,513 bushels of oats; 123,685 bushels barley; 90,584 bushels bran; 53,814 tons hay; 21 tons fodder; and 2,934 tons straw.

The Quartermaster General again calls attention to the matter of issue of fuel to officers, and earnestly recommends that it should be again made as before the passage of the act of June 8, 1878. The present system

of purchase by officers is not convenient, and in many cases is a hardship.

Exhaustive tests have been made of the various domestic and other fuels, and a pamphlet has been published by authority of the Secretary of War containing the results. There have been 936 contracts filed for the various articles of supply and for other purposes. There were purchased 40 spring wagons, 2 drays, and 25 ambulance wagons. The supply of Army wagons on hand was sufficient for issue during the year. There have been 521 stoves manufactured at the Rock Island Arsenal, costing \$7,117.15. The new mode of lighting barracks and quarters has cost \$81,100, and is believed to be satisfactory to the Army generally. There were on file at the beginning of the year 13,707 miscellaneous claims and 864 accounts, and 1,243 claims and accounts were filed during the year. There remained on file July 1, 1893, 13,763 miscellaneous claims and 220 accounts, amounting to \$7,072,329.99.

The Quartermaster's Department moved 67,263 persons, 13,185 animals, and 123,293 tons of material during the year. The cost of these movements was \$3,763,052.83; of which \$584,459.42 have been paid for transportation of persons; \$1,543,960.46 for freight, etc.; and accounts amounting to \$633,612.95 were outstanding at the close of the year, a portion of which have since been paid. Full statements will be found with the report of the Quartermaster General, showing the operations to which the appropriations for transportation for the year have been applied.

I invite special attention to the want of an appropriation to pay land grant railroads for services rendered during the fiscal year ending June 30, 1891. The act making appropriations for deficiencies, etc., approved August 5, 1882, appropriated \$125,000 for the purpose named, but omits to state the year to which it is applicable; and unfortunately a provision in the law prohibits the use of the money for payment for services rendered during the year 1890-'91. Further action of Congress, it is believed, will be necessary to make the sum available for the purpose.

The amount due from railroads for material purchased of the Department at the close of the war, remaining unsettled July 1, 1891, was \$1,106,434.55
Interest has accrued during the year amounting to..... 42,461.96

Credit for services during the year amounted to..... 1,143,896.81
1 46

Leaving due on June 30, 1892..... 1,143,895.05

There have been authorized 119 new buildings, at an estimated cost of \$175,950, at military posts in twenty different States and Territories. Repairs throughout the country to military buildings have cost, it is estimated, \$438,508; \$4,599 have been expended on account of buildings for school and religious purposes. Hospitals have cost the department, on account of construction and repair, \$74,940.

At the beginning of the fiscal year there were in the office of the Quartermaster General, awaiting action, 17,791 claims presented under the act of July 4, 1864, amounting to \$9,576,997.15; and 124 claims, amounting to \$142,916.05, which had been presented to military boards and commissions prior to Jan. 1, 1890, were called up during the year. There were 1,399 claims, amounting to \$646,037.90, transmitted to the Treasury for an allowance of \$296,346.39; 1,630 claims, amounting to \$1,309,700.82, were rejected; and 16,896 claims, amounting to \$7,771,174.58, were awaiting action on June 30, 1892.

Under the provisions of the act making appropriations for the legislative, executive and judicial expenses of the Government, approved August 5, 1882, for the employment of certain clerks, agents and others in the investigation of claims, twenty-five agents have been appointed by the Secretary of War, and sent out by the Quartermaster General's Office, to investigate the claims; and a corps of clerks are employed in that office preparing the claims for final action. The Quartermaster General estimates that, with the present force of agents, the work of investigation of all the claims arising under the act of July 4, 1864, for quartermaster's stores can be closed during the two years succeeding the current fiscal year.

During the year the post cemetery at St. Augustine, Fla., was declared a national military cemetery, making 81 such cemeteries now under the care of the Quartermaster's Department, containing the graves of 320,763 persons. The work of placing headstones at the soldiers' graves in private, village and city cemeteries, under the existing contracts, is nearly completed, but there are many graves in such cemeteries not provided for, and new contracts will have to be entered into. An abundant supply of water has been brought into the Vicksburg Cemetery, and the roadways leading to that and to the Fort Scott Cemetery have been completed. Contracts have been let for building the roads to the Mound City and the New Albany Cemeteries, authorized by Congress, but the work is not yet begun. The improvement of the road leading to the Marietta Cemetery is desirable; and attention is again called to the condition of the road between the Aqueduct bridge and the Arlington National Cemetery; and it is recommended that the approaches to these cemeteries be improved by appropriations of Congress. The burial space in the Cypress Hill National Cemetery is now very limited, and it is important that early action be taken to secure additional ground. The purchase of additional ground for the Loudon Park Cemetery, at Baltimore, has been agreed upon, and the question of title is now before the District Attorney.

Subsistence Department.

The report of the Commissary General of Subsistence contains the usual statistical information connected with the administration of that branch of the public service. The high price of fresh beef has materially increased the cost of subsisting the enlisted men of the Army, the prices at which contracts for fresh beef for the fiscal year 1893 have been made being from 23 to 36 per

cent. greater than the prices of the two preceding fiscal years.

The special appropriations in February, March and April, 1892, for the relief of persons rendered destitute by the overflow of the Mississippi River and its tributaries were, under the direction of the Secretary of War, disbursed by the Subsistence Department in the purchase of food for the sufferers. Within three days after the first appropriation was made by Congress, a boat load of provisions was on its way from St. Louis, Missouri, to the scene of destitution, and further relief was afforded from time to time with promptness, as the localities of suffering became known. The total number of rations furnished was 3,251,000, at a cost of \$349,958.88. Of these supplies nearly two-thirds were distributed in Louisiana, about one-third in Mississippi and Arkansas, and the remainder (182,000 rations) in Missouri, Illinois, Kentucky and Tennessee. It may be added here that, under the authority of other special acts, tents were furnished at an expense of \$9,630.41, and steamers owned by the War Department were used in transporting supplies at an expense of \$10,457.28, making the total cost of relief \$369,355.37.

The first issues of supplies was made on February 27, and the last on May 29, and it is believed that for a time more than 100,000 persons had no other available means of subsistence. It is gratifying to state that although the work of supplying the wants of the destitute was done under the most difficult circumstances, and extended from Cairo to New Orleans, a distance of more than 500 miles, and waste was carefully guarded against by the continuous inspections and telegraphic reports of a number of the officers of the Army detailed to travel for that purpose alone, yet the ascertainment of need and promptness of supply by the Subsistence Department, and the thoroughness of distribution in detail, under the direction of State officers, were such that not a single complaint of any character came to the department.

Medical Department.

The number of deaths of soldiers was 161 from disease and 89 from wounds, accidents and injuries, being 10 per 1,000 of mean strength; the fatal results in cases treated being as 1 to 161.

The total number of official demands upon the Surgeon General during the fiscal year for information as to the cause of death in the case of deceased soldiers, and the hospital record of invalids, was 61,630, being 6,590 in excess of similar applications during the previous year; 21,408 applications remained unanswered July 1, 1891, making in all 83,038 to be disposed of during the year. Search was made and replies furnished to the proper authorities in 61,079 cases, leaving 21,959 cases unanswered. As this is an excess of only 551 cases over the number remaining on hand at the date of last report, it will be seen that although the Surgeon General has not been able to make any permanent decrease in the number accumulated during previous years, he has been able to dispose of an increase of 20,000 cases over that of the last fiscal year, and has very nearly kept pace with the increased requirements of the Pension Office.

Since the addition to the clerical force engaged upon pension work in this office provided by the act of March 3, 1891, and mentioned in the last report of the Surgeon General, there has been not only a considerable increase in the aggregate number of reports furnished to the Commissioner of Pensions, but it is gratifying to be enabled to report an increase in the number of cases that have been disposed of by the mean number of clerks exclusively employed upon the technical work of searching the hospital records. This increase has risen fully 33 per cent. over and above the average number of cases searched each day by the same force during the previous year; and considering the fact that the men employed exhibit every degree of aptitude in learning this peculiar and difficult work, the figures will serve to illustrate that with a new force only a gradual acquisition of skill is to be anticipated, and that a proper degree of accuracy and celerity is attained only by great familiarity with these hospital records, supplemented by a special and often protracted course of training.

A progressive increase is observed in the difficulty of search for record of the hospital treatment of soldiers who served in the late war. As time elapses claimants appear to be more than ever unable to furnish definite information concerning the date and place of their treatment; yet this difficulty does not arise from defective memory alone. Failure on the part of those preparing declarations for pensions in pressing inquiries upon these important points is the cause of much of the delay hitherto charged to the Surgeon General's Office.

Increasing demand for replies to the Commissioner of Pensions has heretofore prevented the detail of any sufficient number of clerks upon the very important work of copying the large number of worn and mutilated records now on hand, and rapidly accumulating in the Surgeon General's Office. With the prospective addition to the clerical force, it is intended that this work shall at once be taken up, and the preservation of evidence contained in these important volumes be made secure by their duplication, so far as may be practicable and consistent with the object for which the increase of force is provided, viz., the final adjudication of all pension claims within a limited number of years. The subject of a complete alphabetical index of all names borne on the records of this office has been under consideration for several years, but after mature deliberation it is concluded that the task is impossible of accomplishment without an entire suspension of all ordinary business. On the registers-in-chief of hospitals there have been enumerated 7,413,847 names of sick, wounded, and deceased soldiers, and when it is considered that these are contained in less than one-fourth of the number of volumes known to be on the file, the magnitude of the work projected will be more justly appreciated. Of the names above referred to, 1,173,123 are now arranged in alphabetical order; 1,287,504 are indexed; 146,920 are partially indexed; 534,607

names are arranged in the order of States or regiments; and 79,559 in order of companies; making a grand total of 3,220,612 names that may be said to be filed in convenient shape for every day reference. Classified returns of wounds and injuries, together with lists of wounded, are reported as having been received of 10 engagements with hostile Indians, in which 28 soldiers were killed and 22 wounded.

The money value of medical and hospital supplies issued during the year was \$181,333.80. Owing to the exhaustion of the supplies of a durable nature left on hand at the close of the war of the rebellion, an increased appropriation will be necessary for the Medical Department during the fiscal year ending June 30, 1894, and estimates will be submitted accordingly. Attention is invited to the law governing the issue of trusses, in the carrying out of which some cases of hardship are found. Persons who held commissions as officers, and all persons who were disabled previous to the war for the suppression of the rebellion are absolutely, and those disabled subsequently to this war are practically, excluded from the benefits of these laws, although these persons are pensioned on account of hernia. It is desirable that the issue of trusses shall correspond to the issue of artificial limbs, as was probably the intention of Congress; that is, that a truss shall be furnished to every one who was ruptured in the line of his duty while serving in the army or navy.

The library of the Surgeon General's office is devoted entirely to medicine and its branches, no purchases being made of books belonging to general or miscellaneous literature. The works in it are not duplicated in any other library in Washington, excepting only those copyright American medical books of which specimens are deposited with the library of Congress. Many of these are also presented to this library, so that this small duplication causes very little expense. No advantage would accrue from merging this library with any other; its size and importance, and the demands made upon it being such as to require the service of a specially skilled medical officer to make it as useful as it should be, and to preserve for it the interest of the medical profession of the country, to which much of its completeness is due. This library now contains about 57,000 volumes and 63,700 pamphlets. The use of the library by the medical profession throughout the country is steadily increasing, and the requests for information made upon it involve much research and extensive correspondence.

The attention of Congress is again invited to the great necessity for a fire proof building suitable for the proper accommodation of the Army Medical Museum collection and library, which yearly grows more imperative. The present building is over-crowded and unsuitable for the purposes intended, while its general insecurity against accident and fire places in extreme jeopardy collections which, if destroyed, would be an irreparable loss not only to the United States, but to the world. The museum has attained a world-wide celebrity, is second to none in the number and value of specimens illustrating military surgery and the diseases of armies, while its sphere of practical usefulness to the medical profession of the country is unlimited. It is therefore hoped that Congress may be induced to appreciate its great value and importance and provide for the fire proof building required to place the collections beyond the chance of loss or injury.

Pay Department.

The Paymaster General reports that all money on hand at the end of the last fiscal year, and since received, amounting in all to \$15,132,245.57, is accounted for without loss.

He recommends the repeal of the provision in the act of July 24, 1876, which forbids payment of mileage over land grant railroads. Mileage is an allowance to officers to cover necessary expenses while travelling in the performance of their duties. The actual cost of transportation forms only a part of these expenses, the others go on whether they travel over a land grant road or not. With the measure of allowance now reduced to a minimum, it causes loss and inconvenience to officers to be compelled to bear the other expenses incident to their travelling without reimbursement, while the small advantage accruing therefrom to the United States is inconsiderable.

It is desirable that paymasters should be notified within a reasonable time, say one year, from the time payments are actually made, of the condition of their accounts in the hands of the Auditor and Comptroller. It is not unusual for two years and over to elapse before they are notified of errors; meantime, officers who should refund may have died, resigned, or been discharged the service.

The enlisted men of the Army still continue, to a large extent, to avail themselves of the benefits of the deposit system; and it is believed that its influence tends to encourage habits of economy and check desertion. The system has been in operation for ten years; and during that time the sum of \$3,813,081.78 has been received on deposit. The repayments during the same period amount to \$2,766,613.27, leaving at the close of the fiscal year the sum of \$1,046,468.51 still on deposit. While the amount deposited last year (\$448,566.83) was less than the amount deposited during the previous year, it is noticed that the average amount of each deposit is larger, and the number of deposits less.

It is good policy, I think, to encourage small deposits, and to that end I would recommend that the act of May 15, 1873, be so amended as to allow interest on the minimum deposit (\$5) from the date of deposit, provided it shall be deposited six months prior to the date of discharge. The signal success which has attended the operations of the act of May 15, 1873, establishing system of deposits for enlisted men, prompts me to recommend that the benefits of that act be extended to the commissioned officers of the Army.

Engineer Bureau.

Attention is invited to that part of the report of the Chief of Engineers which refers to our seacoast defenses. I fully concur in his view that we have too long neglected the question of

providing for the safety of our harbors and maritime cities, our navy yards and arsenals of supply, in case of foreign war. It is to be hoped that such war is far distant, but we should impress ourselves with the fact that in these days war often comes suddenly and when least expected. If armies alone could prevent the destruction of maritime cities by hostile iron-clad fleets, or if the defenses could be improvised in a few weeks or months, the question of defense might perhaps be deferred; but armies without the aid of fortifications and their accessories are powerless against such fleets, and modern seacoast defenses require many years for their construction.

I also invite attention to that part of the report of the Chief of Engineers which speaks of the needs of our torpedo system and the importance of providing means for connecting our torpedo lines with the instruments used for firing them, which must be placed within our fortifications on shore. Such means exist only in a few of our harbors.

I concur also in his judgment respecting an increase of the strength of the Engineer Battalion to 520 men, the minimum number consistent with reasonable efficiency. As stated in my last annual report, the work of engineer troops is more technical than is required in any other part of the Army; and while this is so, they are regular soldiers, thoroughly instructed in infantry tactics, and are as available in an emergency as any other troops of the line for any duty that may be required of soldiers. On our torpedo service much will depend in future wars, and 520 men in training for that service, for all our coasts and all our harbors, seems but a small number, and the desire of the Chief of Engineers for an increase of 320 men above the 200 to which the battalion is limited by orders, under the reduction of the Army to 25,000 men, is a reasonable one, and should be granted. No increase of officers is necessary; simply a provision of law authorizing the recruitment of the Engineer Battalion by the number necessary to raise its strength to 520 enlisted men, this number to be in addition to the 25,000 men who now constitute the entire Army. The maximum strength of the battalion, as authorized by existing law, is 752, or 292 more than the strength recommended.

The funds with which the works for the improvement of rivers and harbors were prosecuted during the past fiscal year were derived from the appropriations of the act of March 3, 1881, and balances remaining unexpended of previous appropriations, the total amount available for expenditure on July 1, 1881, being \$16,379,020 57. For information relating to the improvements in progress reference may be made to the report of the Chief of Engineers, which contains a detailed account of the steps taken to carry out the provisions of law and of the progress and condition of these works. As regards the surveys of rivers and harbors called for by the act of August 2, 1882, the preliminary examinations are in progress, as required and provided for in that act, to ascertain and determine which of the localities enumerated are worthy of improvement and the works a public necessity, and such surveys as may be found to come within the provisions of the act will be at once undertaken. The reports thereon will be submitted to Congress from time to time during the ensuing session as far as received.

Preliminary arrangements are still incomplete and in progress under the direction and supervision of Mr. M. J. Adams, the inventor, for making a practical test of a flume for increasing the depth of water in the Mississippi, for which the sum of \$20,000 was provided by act of March 3, 1879, and a further sum of \$8,000 by act of August 2, 1882.

A report upon the progress made since January, 1881, by the Mississippi River Commission in carrying out the work intrusted to it was transmitted to Congress December 14, 1881. The subsequent progress of that important work will be made the subject of a special communication to Congress at an early period of the ensuing session.

The final report on the survey of the northern and north-western lakes has been completed, and is now in the hands of the printer.

Office work has been continued in completing the maps and reports connected with the survey of the territory of the United States west of the one hundredth meridian. Seven atlas sheets have been finished.

In the different military divisions and departments eight officers of the Corps of Engineers are employed in making surveys; in collecting and compiling notes, sketches, and maps made by officers of the army on their scouts and campaigns. In this way the maps required for the use of the War Department are perfected, and for many localities these War Department maps are the only ones that are available for the use of other Executive Departments and Congress. There is a great demand for them from citizens for use in the location of railroads, mines, and valuable lands. The appropriation of \$50,000 to be used in continuing these surveys, and for publication of maps for the use of the War Department, is earnestly recommended.

Improvement of the South Pass of the Mississippi River.

The last annual report from this department brought the history of this work to August 13, 1881. During the three quarters from August 14, 1881, to May 13, 1882, both dates inclusive, the channel required by law was maintained without interruption. During the fourth quarter, from May 14, 1882, to September 9, 1882, both dates inclusive, there were excluded from computation twenty-seven days in which the required depth of channel was not maintained. Four quarterly payments of \$25,000 each for maintenance and two semi-annual payments of \$25,000 each for interest on the \$1,000,000 retained have accordingly been made to Mr. Eads. The total expenditures of the Government up to the latter date, on account of this improvement, is \$4,700,000.

Ordnance Department.

The report of the Chief of Ordnance shows that on June 30, 1882, there were on hand 53,545 small arms, as a reserve supply, being an increase of about 16,000 during the year. The Springfield breech-loading arms still continue to give satisfaction to the army. As a single breech-loader for troops it has no superior, and it is confidently believed that it will hold its place until it is superseded by a magazine gun.

Congress at its last session provided for the manufacture or purchase of a limited number of magazine guns, should any be recommended by the board then in session and authorized by the previous Congress. That board assembled on the 5th of July, 1881, and continued in session until September 30, 1882—a period of fifteen months—when its report was submitted. Forty guns on thirteen different systems, some being duplicates or modifications of others, were tried by the board and subjected to certain tests. These forty guns were finally reduced to six, which were put through severe supplementary tests, and the three guns that stood all the tests most successfully and satisfactorily were recommended as "suitable for the military service." The guns, recommended in the order named, are the Lee, the Chaffee-Reece, and the Hotchkiss, and they represent the different systems of the detachable and fixed magazines.

These recommendations of the board have been approved by me, and steps will be taken to provide the guns as soon as the necessary information is obtained upon which to take action.

To increase the interest in target practice, the department has provided suitably inscribed gold and silver medals, to be awarded to the successful marksmen in the department, division, and army contests—to become the absolute property of the winners. These medals are prepared at the Philadelphia Mint, and are very creditable in design and finish, and will, no doubt, give the greatest satisfaction to the recipients and the Army. The last medals ordered are promised in three months, the preparation of the dies being delayed by other more important work. Next year, and thereafter, the medals will be ready before the contests begin, and their delivery to the successful men may be made on the spot.

The very important question of arming our fortifications has received much attention during the past year. The Chief of Ordnance submits several reports of the Ordnance Board on tests and proofs of guns and projectiles.

The four 12-inch rifles that were contracted for under act of May 4, 1880, have not been made. The design contemplated guns of cast iron, with wrought iron tubes and steel breech receivers, on the Krupp system. These receivers had to be ordered from abroad, but when received and carefully tested, the metal not being up to the standard, they were rejected. Further work on the preparations for making the guns was suspended, to await the report of the Getty Board and the action of Congress on the board's recommendations.

The "act making appropriations for fortifications and other works of defense, and for the armament thereof for the fiscal year ending June 30, 1882, and for other purposes," approved March 3, 1881.

"And the President is authorized to select a board, to consist of one engineer officer, two ordnance officers, and two officers of artillery, whose duty it shall be to make examinations of all inventions of heavy ordnance and improvements of heavy ordnance and projectiles that may be presented to them, including guns now being constructed or converted under direction of the Ordnance Bureau; and said board shall make detailed report to the Secretary of War, for transmission to Congress, of such examination, with recommendation as to what inventions are worthy of actual test, and the estimated cost of such test; and the sum of \$25,000, or so much thereof as may be necessary, is hereby appropriated for such purpose."

Under this act a board was convened, and after laborious sessions, extending through ten months, made its report May 13, 1882. The board, in its report, recommended for trial, and for construction and trial, ten guns, which are described in the report of the Chief of Ordnance. This report was transmitted to Congress May 29, 1882, but no action was taken by Congress at its last session to carry out the recommendations of the board. These recommendations are now before Congress for its action, and it is considered that the recent appointment by the Senate of a select committee to take into consideration the subject of heavy ordnance and projectiles for the armament of the Navy and the sea coast defenses, and who are to report "to the Senate at its next session," make it proper for the department to await the action of Congress before entering on the manufacture or conversion of heavy cannon.

With the very pressing need for sea coast armament constantly before us, it should seem expedient to take every advantage of our own resources to help provide for our wants. It will doubtless be practicable for us to produce rifled guns of moderate power even from cast iron, provided the cast iron be suitably strengthened with steel hoops—or, better, with hoops on the exterior and a steel tube on the interior. Such guns, however, are very heavy in proportion to their power. The substitution of steel wire for the hoops would seem to be an advantageous modification, and its trial, as recommended by the board, promises important results. A similar plan is now being tried, with experimental cast iron guns, in France.

It is the opinion of the Chief of Ordnance that the material out of which full-power guns must be made is unquestionably steel. He says:

"All the first class powers of Europe have adopted it. Even those that have spent more millions than we have thousands in the effort to determine on the most reliable metal for gun construction are abandoning cast and wrought iron, either simple or in combination with other metals, and are now devoting their attention to steel, and to steel alone. The marvellous strides in gun construction made within a year or two in the manufacture of guns of great strength and high power, point to the conclusion that encouragement should be given in every way possible to the manufacture of steel in large masses suitable for this purpose. At present tentative efforts have developed but little to encourage the hope that steel guns for coast defense can be produced in this country. The use of wire-wound guns, if they prove as successful as recent experiments here and abroad make us hope, will greatly simplify the problem by limiting the number and size of the steel masses needed, while the wire itself can be now procured from our own manufacturers. Under the most favorable circumstances, however, the country is in no condition at this time to undertake such constructions wholly out of home products, and the subject is of sufficient importance to arrest the attention and receive the careful consideration of Congress. This subject can only be successfully met either by establishing a national foundry, or by assisting and encouraging private foundries to procure the necessary plant and equipment."

The report by the commanding officer of the Watertown Arsenal, of tests of iron and steel, and other materials for industrial purposes, made during the last fiscal year, has been received, and will be submitted for transmission to Congress at the opening of the next session, as provided by law. The results given by the testing machine are for the benefit of the whole country, and the people are entitled to utilize the results as far as possible as they are obtained. This can only be effected by their immediate publication, and it is recommended that this be authorized.

To more completely arm and equip the whole body of the militia, as contemplated by the act of 1868, making an annual appropriation of \$200,000, that amount should be largely increased. The bill (S. 1896) reported from the Senate Committee on Military Affairs, and now on the calendar, provides for a substantial increase in the appropriation, and contains other important provisions which it is believed would result in the greatest benefit to the militia. Our standing Army is a small one. For the defense of the country our main dependence is on our militia. Volunteer organizations in every State and Territory should be encouraged, and every effort made to promote their efficiency in drill and discipline and make them skillful in the use of their arms. It is the best way, and the only way, to render them a sure and safe reliance on the breaking out of war, before campaigning has turned them to hard service and disciplined them into old soldiers. It is earnestly recommended that the special attention of Congress be invited to this subject, in order that the bill above quoted may receive favorable consideration at the ensuing session.

Report of the Chief Signal Officer.*

The Chief Signal Officer renews his recommendation for a distinct organization sufficiently large to perform the work of the Weather Bureau. In this object I concur with him; but for reasons, some of which are set forth in my report of last year, I recommend that the Weather Bureau be wholly separated from the Army and from its appropriations. As a step in this direction, and in accordance with the provisions of the act of August 7, 1882, the estimates for the next fiscal year will be submitted asking for the sum of \$1,351,159.03 to carry on the work of this bureau, which has heretofore been largely paid for out of the various appropriations for the support of the Army. It is for that that for the proper conduct of the work military discipline is necessary. To this it may be replied that there is no more reason for weather observers being subject to the Articles of War than there is for the numerous and widely-scattered employees of the Treasury, Post Office and Interior Departments, or the agents of express and telegraph companies, being so subject; and, in fact, out of the number of persons—950 in all—actually employed in May, 1882, in this work, 882 were civilians, and, in addition, there were, in the year 1881 about 325 voluntary observers in regular correspondence with the Chief Signal Officer.

Records of the War of the Rebellion—Monument at Yorktown.

Five volumes of this work have now been published; seven volumes are in the hands of the printer, nearly completed, and succeeding volumes are being prepared as rapidly as possible.

Since my last report the title to the land for the monument directed by the act approved June 7, 1880, to be erected at Yorktown, has been approved, and the land purchased, and cession thereof granted by the State of Virginia, as required by the act. These proceedings have been so much delayed that, although the work of preparing to build the monument is now in active progress, nothing has since been done at the site.

Building for State, War, and Navy Departments.*

Retirement of Officers of the Army.

Under the act of Congress approved June 13, 1873, the retired list is limited to 400. By the act approved June 30, 1882, making appropriations for the support of the Army for the current fiscal year, it is provided, in substance, that an officer who has served in the Army forty years shall, if he make application therefor, be placed on the retired list, and that when an officer reaches the age of 64 years he shall be placed on the retired list; and that "no act now in force shall be so construed as to limit or restrict the retirement of officers as herein provided for." In consequence of the number of retirements caused by what is called the 64-year provision, the total number of officers on the retired list is about 420, being largely in excess of the limit fixed by the act of 1873. It is the opinion of the Attorney General that, under existing laws, so long as there are 400 officers on the retired list, from whatever cause they may have been retired, no officer can be placed on the list except one who belongs to one

or the other of the classes mentioned in the act of 1882. This condition of affairs is very unfortunate for the Army; for there are now 102 officers on the active list who are incapacitated for active service; 18 of them have already been recommended for retirement by boards instituted to examine them. All, or nearly all, of the others who are named as unfit for service, would be so recommended if called before a retiring board. Their absence from duty is not only hurtful to the Army, but imposes an undue share of company work upon the officers on duty. It is earnestly recommended that the laws be so amended as to avoid the existing difficulty.

Heavy Artillery Militia—Intrusion into the Indian Country.—Education in the Army.*

In closing this report I beg that the attention of Congress may be specially invited to the estimate for salaries of employees in the office of the Secretary. About \$6,000 increase over the appropriations for the current year is asked to make the compensation of the chief clerk, disbursing clerk, chiefs of divisions, assistant chiefs of divisions, and stenographer commensurate with the arduous duties performed by them. From personal observation I am satisfied that they deserve recognition for their faithful services, and I earnestly recommend that the small increase asked may be appropriated. The business of the department has been constantly increasing during the last ten years, and the augmentation of the clerical force for work relating to positions has devolved upon the chief clerk and principal clerks in this office very great labor, and it is no more than just that they should be given compensations somewhat approaching those of officers performing similar duties in the other Executive Departments.

ROBERT T. LINCOLN, Secretary of War.

* The remarks of the Secretary under these several heads we reserve for another week.

PERSONAL ITEMS.

LIEUT. W. A. Simpson, 2d U. S. Artillery, under recent transfer orders, will remain on duty at Fort McHenry, Md., to the general satisfaction of the garrison of that post.

LIEUT. C. A. Stedman, 9th Cavalry, has assumed charge of recruiting matters at Fort Riley, Kansas.

GEN. D. N. Couch, formerly of the Regular Army, and a distinguished Volunteer officer during the late war, is to be the new Adjutant-General of Connecticut.

LIEUT. C. St. J. Chubb, 17th Infantry, was busily engaged this week as Judge-Advocate of a General Court-martial sitting at Fort Yates, D. T.

ASST. SURG. L. M. Maus, U. S. A., has rejoined at Fort Lewis, Col., from a trip with troops to Forts A. Lincoln and Stevenson.

MAJ. J. K. Mizer, 4th U. S. Cavalry, of Fort Bayard, N. M., is East on a few weeks' leave.

MAJ. GEN. W. S. Hancock, U. S. A., and Col. W. G. Mitchell, and Judge-Advocate Asa Bird Gardner, of his Staff, attended the funeral of Doctor A. N. Dougherty, at Newark, N. J., on the afternoon of December 1. Doctor Dougherty was medical director of the Army of the Potomac, and was one of the first persons who arrived at Gen. Hancock's side when he was wounded on the battlefield of Gettysburg.

LIEUT. H. H. C. Dunwoody, U. S. A., of the Signal Service, has been visiting Lincoln, Nebraska, with a view to increase the service in that State.

GEN. Hancock has appointed Lieut. Henry J. Reilly, 5th U. S. Artillery, Quartermaster and Commissary at Governor's Island, in succession to Lieut. S. M. Mills, U. S. A., ordered on Signal duty.

CAPT. John I. Rodgers, 2d U. S. Artillery, has taken over the command of Light Battery A, at Washington Barracks, lately vacated by Maj. Pennington, who left it a model of efficiency and military appearance.

INSP.-GEN. Roger Jones, U. S. A., registered in Boston the latter part of this week on inspection service, visiting Fort Warren while there.

COL. C. L. Best, U. S. A., was expected back at Fort Warren, Mass., from his trip to New York, the latter part of this, or early next week.

REGIMENTAL Quartermaster R. W. Hoyt, 11th U. S. Infantry, of Fort Sully, Dakota, will spend Christmas with friends in the East.

LIEUT. C. J. T. Clarke, 10th U. S. Infantry, rejoined at Fort Wayne, Mich., early this week from detached service at Cleveland, O., and left soon after to spend a month's leave with friends.

LIEUT. R. C. Van Vliet, 10th U. S. Infantry, arrived at Cleveland, O., early this week and took over the command of the guard still stationed there over the remains of the late President Garfield, at Lake View Cemetery.

MAJOR A. C. M. Pennington, 4th U. S. Artillery, assumed command of Fort Trumbull, Conn., December 1, and is much pleased with his new station and duties.

PATMASTER J. P. Canby, U. S. A., who was to remove from Portland, Oregon, to Vancouver Barracks, early in December, will remain at the former place until early in January, when he will locate his office in the Barracks.

THE *Daily Times*, Columbus, Ga., says: "The funeral of Dr. John E. Bacon took place, November 21, from Trinity Episcopal Church; and the remains were followed to their last resting place by a large number of sorrowing friends. The physicians of the city attended in a body. Thus passeth away a truly good man." Lieut. John Bacon McDonald, 10th U. S. Cavalry, is a grandson of the deceased gentleman.

LIEUT. H. A. Schroeder, 4th U. S. Artillery, will leave Fort Trumbull in a few weeks to report to Gen. Abbot at Willet's Point for a six months' torpedo tour.

CONDY Royle, a deserter from the Regular Army, escaped December 2, from the general mounted service recruiting rendezvous in Philadelphia, whence he was to be sent to St. Louis for court-martial. He was manacled and chained to an iron bedstead in the third story. He unscrewed the bedstead, but was unable to free himself from the part to which the chain was fastened. Thus manacled, and with fifteen pounds of bedstead in his arms, he leaped fourteen feet to the roof of a shed in the "ar of the" building. Thence he

leaped twenty-two feet to the ground. No part of the manacles or the other iron has been found. Royle is an Irishman, and formerly lived in Allentown, Pa.

PAY Director J. S. Cunningham, U. S. N., visited New York in the beginning of the week, stopping at the Sturtevant House.

PAY Director E. C. Doran, U. S. N., at present abroad on leave, goes on the retired list Christmas day, as he will then reach the age of 62. The retirement will promote Pay Inspector W. W. Williams to Pay Director, and Paymaster Luther G. Billings to Pay Inspector. The act of August 5, 1892, cuts off promotion in the subordinate grades. No passed assistant or assistant paymasters can be promoted for several years, nor can any one be appointed an assistant paymaster for many years yet.

The death of Rear Admiral R. H. Wyman, U. S. N., promotes Commodore Edmund R. Colbourn to Rear Admiral. No other promotions ensue, as it requires two vacancies in each grade to make one promotion.

As we anticipated last week, President Arthur has decided to appoint Mr. Clarke, son of General H. F. Clarke, U. S. A., cadet-at-large at the Military Academy.

PAYMASTER P. P. G. Hall, U. S. A., for some time past awaiting orders at Villanova, Pa., will report soon to Gen. Crook at Whipple Barracks, A. T., for duty as chief paymaster.

A SPECIAL german to inaugurate the social season at Washington will be given in Marini's Hall Friday, Dec. 15. The committee consists of Lieut. T. N. Stevens, U. S. N., president; Mr. R. H. Minor, U. S. N., secretary; Messrs. Lemly and Bransford, U. S. N.; Lieut. F. E. Hobbs, U. S. A.; Gen. Beverley Robertson, and Mr. Elliott. This organization is for the single german only, but steps will be taken shortly to revive the old Army and Navy Club.

LIEUT. E. St. J. Greble, 2d U. S. Artillery, reported at Fort Leavenworth this week and entered upon his duties with Williston's Light Battery.

GEN. T. G. Pitcher, U. S. A., and Mrs. Pitcher are on a visit to San Francisco.

By a typographical error we were made to state last week that the marriage of Doctor G. L. Magruder to Miss Belle Burns, daughter of Gen. W. W. Burns, U. S. A., took place November 25, whereas the happy event occurred Nov. 22.

GEN. R. S. Mackenzie, U. S. A., has arrived in the East and is visiting friends in Washington and elsewhere.

LIEUT. G. H. Paddock, 4th U. S. Artillery, is expected to join at Fort Trumbull, Conn., about New Year's.

A STATED meeting of the Loyal Legion, District of Columbia Commandery, was held at the Arlington Hotel, Washington, Wednesday evening, December 6, when the following gentlemen were elected members of the order: Major Merritt Barber, Assistant Adjutant-General, U. S. A.; Gen. J. R. West, U. S. V.; Lieut. W. H. Webster, U. S. V.; Maj. S. M. Whitake, U. S. A.; Gen. F. Agnus, U. S. V.; Capt. W. W. May, U. S. V.; Maj. H. O'Connor, U. S. V.; and Lieut. W. M. Wood, U. S. N. The total membership of this order is now 130, a gain of 17 since October. The meeting was well attended, and the social reunion which followed business was a most pleasant occasion.

COL. A. J. Smith left Helena November 23 for Augusta, Maine, to assume the duties of Secretary and Treasurer of the Soldiers' Home there. The Helena Independent says: "While in common with his hosts of friends in Montana we congratulate him upon his appointment to a position both lucrative and honorable, yet we share the general regret that his good fortune removes himself and his estimable lady from our midst." Col. Smith stopped over in New York long enough to attend the meeting of the Loyal Legion on Wednesday.

CARDS are out for the marriage at Fort Yates, Dak., Dec. 20, of Miss Belle Gilbert, daughter of Col. C. C. Gilbert, 17th Infantry, to Lieut. John C. Gresham, 7th Cavalry.

THE San Francisco Report, of Nov. 25, says: General and Mrs. Cullum, of New York, have gone to Los Angeles, on their way home. Mrs. Cullum receives \$200,000 worth of real estate in San Francisco by the will of her son, Henry W. Halleck. The latter, whose father was Maj.-Gen. Halleck, died in Littleton, N. C., last May. Gen. McCook, U. S. A., and child, and Miss McCook, have returned to the city from Los Angeles. Lieut. Honeycutt, 1st Artillery, who has been on temporary duty at Black Point, has returned to Alcatraz. Lieut. Pitcher, 1st Cavalry, returns to-day. Lieut. Chamberlain, 1st Artillery, who goes East for instruction in torpedo practice, leaves next Saturday. He will return in July. Ex-Senator Cornelius Cole returned from Los Angeles yesterday, where he had been attending the wedding of his daughter to Lieut. Waring, of the Navy.

LIEUT. E. M. Cobb, 2d U. S. Artillery, has succeeded Lieut. Reed as commissariat officer at Fort McHenry, Md.: a good selection, as Lieut. Cobb has had large experience in subsistence matters.

LIEUT. Thomas D. Maurice, 2d U. S. Artillery, who lately went from Fort Monroe to St. Augustine, Fla., for the benefit of his health, finds the latter place decidedly beneficial.

We regret to learn from San Francisco, of the death, at that city, on the 23d of November, of Miss Lizzie H. Spotts, only daughter of the late Rear-Admiral Spotts, U. S. N. Her death took place at the family residence on California street, and was the result of typhoid fever. Miss Spotts was greatly esteemed in San Francisco society and dearly beloved by her circle of intimates, the expression of sympathy for her afflicted mother and family being very warm and very general.

PAYMASTER J. W. Wham, U. S. A., has moved his office to Cheyenne, Wyoming, from Fort D. A. Russell.

LIEUT. W. S. Scott, 1st U. S. Cavalry, of Fort Walla Walla, has left there for the East to spend the Christmas holidays with his friends.

CAPT. D. M. Taylor, U. S. A., A. D. C. on the Staff of Gen. Pope, left Fort Leavenworth for the East November 27, to spend Thanksgiving with his friends.

CAPT. Louis R. Stille, 23d Infantry, of Fort Union, N. M., has come East to spend a few months with his friends in Philadelphia and vicinity. Many in New York will be glad to see him and renew the acquaintance of some years ago, when he was on duty as Adj.-Gen. to the late Gen. Jeff. C. Davis, then in charge of the Recruiting Service.

CAPT. C. C. MacConnell, 5th U. S. Artillery, left Fort Hamilton early this week on leave. We regret to learn that Capt. MacConnell is ailing somewhat.

THE Leavenworth Times says: Three condemned public houses have been sold by Lieut. Lord, Post Quartermaster.

DOCTOR Eustace Trenor, U. S. A., has entered upon duty at Fort Yuma, Cal., having been succeeded at Fort Grant, A. T., by Doctor M. F. Price, U. S. A.

SURG. B. J. D. Irwin, U. S. A., has got settled to business at Whipple Barracks, Arizona, and finds his new duties as Medical Director on the Staff of Gen. Crook agreeable and pleasant.

LIEUT. Granger Adams, 5th U. S. Artillery, rejoined at Fort Hamilton, N. Y. H., the latter part of this week from a short leave.

LIEUT. GEN. Sheridan was expected at Salt Lake, Utah, December 2d, thence to return to Chicago. His visit to that vicinity has principally been with reference to the desire to discontinue some of the smaller posts and concentrate larger garrisons at central posts.

REESE Darlington, son of Capt. H. B. Freeman, of the 7th U. S. Infantry, was drowned Dec. 1, while skating on the Minnesota river near Fort Snelling. It appears that he and his brother Louis, with other children, were skating on the smooth ice in a bend of the river above the railroad bridge, and venturing too far from shore Louis broke through. Reese, who is the elder, tried to save him but failed. Louis was saved in an exhausted condition, by some persons in the vicinity, but the other was swept away by the swift current and drowned. The body was recovered by the father shortly after. Adverting to the sad event, the Pioneer Press says: Capt. Freeman did not accompany his regiment in its recent movement to the Department of the Platte, having been detained at Fort Snelling by business, but it was his expectation to depart for his station in a short time. This terrible misfortune comes upon the home circle with crushing weight and the deepest sympathy of many friends in this community will be extended the family in their bereavement.

LIEUT. H. H. C. Dunwoody, U. S. A., on a tour in the West, etc., on signal service, ate his Thanksgiving dinner at the Planters' House, St. Louis.

LIEUT. H. J. Slocum, 7th U. S. Cavalry, has rejoined at Fort Leavenworth from a short trip to Cincinnati.

LIEUT. Lewis Merriam, 4th U. S. Infantry, and Mrs. Merriam, have returned to Fort Leavenworth from a trip to Omaha to visit Mrs. Merriam's father, Major Burnham, Judge Advocate of the Department of the Platte.

REGIMENTAL Quartermaster J. F. Simpson, 3d U. S. Cavalry, will spend most of the winter in the East.

GEN. Crook has relieved Col. W. B. Royall, 4th Cavalry, from further duty in Arizona, to enable him to take command of his regiment, with headquarters at Fort Bayard, New Mexico. A fine reception was tendered Colonel Royall and Mrs. Royall before their departure from Whipple Barracks.

LIEUT. S. S. Welborn, 5th Cavalry, will remain East until after New Year's.

LIEUTS. H. H. Adams and O. B. Warwick, 18th U. S. Infantry, who lately left Fort Assiniboine to spend the winter in the East, registered at the Southern Hotel, St. Louis, a few days since.

ASST. SURG. L. W. Crampton, U. S. A., who lately came to New York from Dakota, will take a leave until April next, when he will report to Gen. Hancock for assignment to a post in the Department of the East.

GEN. Abner Doubleday, U. S. A., registered at the Gilsey House, New York, December 4.

REGIMENTAL Quartermaster Frank Thorp, 5th U. S. Artillery, has taken charge of the Subsistence Department at Fort Hamilton, N. Y., in succession to Lieut. Reilly, who goes to Governor's Island.

CAPT. W. C. Beach, 11th U. S. Infantry, attended the first ball of the Family Circle Dancing Class, at Delmonico's, New York, December 4.

We learn that Capt. David Krause, 14th U. S. Infantry, has arrived at his home, Norristown, Pa., being on sick leave from Uncompahgre, Col. He is afflicted with a spinal disease, which prevents his having any control of his lower limbs, and which has also affected his eyes. He was obliged to have the attendance on the trip of a medical officer, and there is little hope that he will ever be able to do duty again.

E. H. R. writing to the Cincinnati Gazette deprecating its recent fierce attack upon Lieut. Greene in its critical notice of his book on the Campaign of the Mississippi, says: "But as he has been overhauled throughout, perhaps common justice will lead you to correct certain misstatements or omissions. When Lieut. Greene was ordered to Russia, at the time of the Russo-Turkish war, Lieut.-Col. Alex. Chambers, 21st Infantry, and Col. W. B. Hazen, 6th Infantry (now chief signal officer and brigadier-general), were ordered, the first to Turkey, the second to Austria. Both of these gentlemen were old officers and had served during our last war, and

Gen. Hazen was considered a fine military author and critic. Of their labors and observations nothing has been published. Lieut. Greene's report upon the war was received not only in this country, but universally throughout Europe, as the work of a masterly hand, and was translated into all European languages, and was, I think, used as a text book at military schools on the continent. Indeed, no one who has followed the course of his narrative, and has noted that all he saw and wrote was literally, faithfully, and critically exact, can fail to admit that his report is one of the most valuable of the century. Moreover, when it is remembered that he was ignorant of the language, of the people, of the country, without prior preparation, and without assistance, it must be acknowledged that his work is a monument of skill and perseverance."

LIEUT. Danenhower lectured at Chickering Hall, New York, before a large audience Saturday evening, December 2, on the subject of the Jeannette expedition. The lecturer was introduced by Gen. Grant. Lieut. Danenhower, at the close of his lecture said: "What has the expedition been instrumental in ascertaining? It has determined the insularity of Wrangel Land, and also the fact that the Arctic Ocean is a mill pond in comparison with the Atlantic and Pacific Oceans, its average depth being only 40 fathoms. Do these discoveries compensate for the losses and suffering incurred in the expedition? To this question I answer, unhesitatingly, no."

THE Commissioners, District of Columbia, in a recent report, say with reference to the late Major W. J. Twining, Corps of Engineers, U. S. A.: "The people of the community will always cherish his memory in the greatest esteem for the public improvements which are due to his genius and energy of character. Among these conspicuously stand his services in developing the plans for additional water supply, and the improvement of the river front. By his decease the Commissioners lost a genial, able and honorable colleague, and the public a wise and impartial administrative officer of the strictest integrity."

THE St. Louis Globe-Democrat of December 1 says: Gen. Edward Hatch and Lieut. C. M. Schaeffer, 9th Cavalry, and Col. John Lee, 4th Cavalry, are in St. Louis purchasing horses for the cavalry service. Gen. Hatch is stopping at the Southern, and the other two officers are registered at the Planters'. They were in Leavenworth a few days, and spent two or three days examining stock, but only found one fit for cavalry use. A reporter met Col. Lee and Lieut. Schaeffer at the Planters' last evening, and obtained from them information that the kind of animals needed were those that were heavy set, with clean, strong, fat legs, fifteen or sixteen hands high, and from five to seven years of age. The lieutenant has a youthful appearance, and he visited a dealer yesterday who imagined he had a fine opportunity to palm off his unsaleable stock, and exhibited to the young officer a number of horses of low grade. The expert pointed out the defect or disease with which each animal was afflicted in a manner that amazed the dealer and made him ashamed of his corral. About fifty horses were trotted about the yard. Some were ring-boned, spavined, and had the bottle, while others were too high-withered, long-coupled, curve-legged, stock-legged, and possessed of other features that prevented them from coming up to the requirements. Col. Lee said the board intended to purchase two hundred horses before returning to their posts, and would remain in St. Louis about a month. They had already obtained thirty-seven animals which had been shipped to Fort Riley.

THE Village Record, Westchester, Pa., of November 29, says: "Edward E. Wood, Lieutenant 8th U. S. Cavalry, who has been spending the past summer in Westchester with friends, left for San Antonio, Texas, on Tuesday. Mr. Wood was recently the subject of a highly complimentary order from Major General Schofield, on whose staff he has been for the past three years, and his whole career as a soldier has been a thoroughly creditable one. For several years he was detailed as Instructor at the Military Academy, and for three was an aid on General Schofield's staff. But now at his own request he goes to active duty, which he prefers, with his regiment. Modest and retiring, but thoroughly self-reliant, he is a good specimen of the true American soldier that has made our armies victorious over every enemy they have met." Lieutenant Wood and Mrs. Wood registered at the Planters, St. Louis, a few days ago, en route to Texas.

THE recently published autobiography of the historian Alison mentions few Americans, but extols the rebel commissioner Mason as a singularly intelligent and agreeable man. It devotes pages to Stonewall Jackson, who, Mason told him, formed his strategy from Alison's recreative campaigns of the Archduke Charles in 1797 and of Napoleon in 1814. He praises Prescott's powers as a pictorial writer, and eulogizes Bancroft's conversation and writings, saying that they are alike judicious, sensible, well informed and show occasional flashes of genius, adding that this able, eloquent politician showed him great courtesy, attention and hospitality while Minister in London.

E. L. D., writing to the Chicago Tribune, gives an interesting sketch of Lieut.-Comdr. Gorrings, and concludes by saying:

He was horribly wounded at Fort Hudson, and is lame for life from it; but he is a gallant-looking fellow, and the limp adds interest to his stalwart, handsome figure. He has gray eyes, which, it is said, turn white when his blood is up, and has fine, clean-cut features and dark-brown hair. His face is rather a sad one, and his manner is at once gentle and blunt. He passed a superb examination at the close of the war, which put him at the head of the Volunteers who entered the Regular Service. He is personally popular among the "Graduates," and could have got any privilege he sought in the way of grade at the time the Volunteers kicked up such a row in Congress about their "date;" but, with Quixotic and commendable zeal he identified himself with the "Mustangs" as a class, and so caught some of the wrath that fell on their heads.

GEN. John C. Robinson, U. S. A., visited New York this week.

LIEUT. P. P. Powell, 9th Cavalry, of Fort Sill, is at Danville, Livingston county, N. Y.

CAPT. Henry Wilson and Ensign W. D. Rose, U. S. N., registered at the Leland Hotel, New York, December 6.

GEN. R. B. Marcy, U. S. A., fresh and vigorous as ever, registered at the New York Hotel December 6.

The marriage of Master H. S. Waring, U. S. N., to Miss Lottie Cole, daughter of ex U. S. Senator Cole, which took place November 23 at Mr. Cole's residence, Caluenga, near Los Angeles, Cal., was quite an event in that far off place. Bride and groom received legions of congratulations and shortly afterwards left for St. Louis, Master Waring having recently been ordered as assistant inspector of the 15th District.

Miss Getty, daughter of Gen. George W. Getty, U. S. A., is visiting at Fort Leavenworth, Kans.

LIEUT. and Col. T. M. Anderson, U. S. A., will spend Christmas and New Year's with friends in Cincinnati and elsewhere.

LIEUT. J. A. Leyden, 4th U. S. Infantry, was to leave Omaha the latter part of this week to spend the Christmas holidays with friends.

GEN. Thomas Wilson, U. S. A., left Omaha for the East early this week on a few weeks' leave.

THERE was a notable gathering at the annual dinner of the St. Nicholas Society at Delmonico's, New York, Wednesday evening, December 6. Amongst those present were Commodore Upshur, U. S. N., Maj. Asa Bird Gardner, U. S. A.; General Horace Porter, Mayor Grace, Governor Cornell, etc. Commodore Upshur and Gen. Porter responded to the toast "Our Army and Navy." The evening was a most enjoyable one in every respect.

By a decision of the Commissioner of Pensions the widow of the late Lieut.-Col. George W. Patton is granted the pension of a second lieutenant, only \$15 a month. The law requires that the pension should be that of the rank held by the deceased officer at the time he incurred the disability that resulted in his death. The origin of the fatal illness in the case of Col. Patton was traced by the Pension Office to sickness while he was a second lieutenant in 1833. After serving thirty-eight years from his entrance to the Military Academy he was retired as lieutenant-colonel "for disability resulting from wounds received and sickness contracted in the line of duty," but the Pension Office ignores the wound and goes back to the prior sickness. As the colonel has not left his widow in circumstances to admit of any sacrifice of his rights his comrades of the Loyal Legion have taken steps to secure for her a pension of \$50 a month by act of Congress.

LIEUT. G. A. Cornish, 15th U. S. Infantry, registered at the Merchant's Hotel, St. Paul, Dec. 4.

COL. Laidley's action with reference to his orders to the Powder Depot would indicate that he spells Picatinny with an n in the place of a t.

LIEUT. O. A. L. Totten, 4th U. S. Artillery, of Fort Adams, R. I., registered in New York Dec. 6, on his way to Mount Vernon Barracks, Ala., to visit his family, stopping there.

PAYMASTER George E. Glenn, U. S. A., visited Mount Vernon Barracks, Ala., this week, and made every one happy.

LIEUT. Allyn Capron, 1st U. S. Artillery, visited friends in Washington and vicinity this week. He will rejoin at Fort Monroe, Va., early next week.

CHIEF Engineer Jackson McElmell, of the North Atlantic Squadron, is reported quite ill at the Naval Hospital at Norfolk, Va.

The family of Col. J. H. Taylor, U. S. A., have arrived at Omaha, and have taken a house at 2225 Dodge street, that city.

THE Loyal Legion, New York Commandery, met at Clark's, West Twenty-third street, Wednesday evening, Dec. 6, Gen. Cochrane presiding. The resignation of Gen. W. B. Franklin was accepted, and Lieut. Theodore B. M. Mason, U. S. N., was transferred to the Commandery of the District of Columbia. The following were elected members: Major Theron E. Parsons, U. S. V.; Lieut. Harrison Millard, Capt. John B. Johnson, Capt. Joseph Durkee, Acting Master John H. Harris, late U. S. Navy; Engineer George W. Hall, U. S. N., and Capt. Orville W. Leonard, U. S. V. A resolution was adopted requesting the Committee on Pensions to increase the pension of the widow of the late Lieut.-Col. G. W. Patton, U. S. Army. A dinner followed the business meeting. Among those present were Gen. John Cochrane, Lieut.-Col. O. P. Treichel, Gen. C. A. Carleton, Col. H. O. King, Rear-Admiral S. D. Trenchard, U. S. N.; Capt. Daniel S. Braine, U. S. N.; Surg. H. M. Wells, U. S. N.; Paymaster H. T. Skelding, U. S. N.; Gen. F. E. Pinto, Gen. G. H. McKibbin, Major H. C. Lockwood, Gen. J. J. Milhau, Paymaster George F. Barton, U. S. V.; Major Ivan Tailor, Lieut.-Col. Floyd Clarkson, Col. Robert Watts, Gen. F. T. Locke, Lieut.-Col. A. M. Clark, Gen. Edward Jardine, Gen. John C. Robinson, U. S. A.; Gen. Wm. N. Grier, U. S. A.; Col. Wm. C. Church, Gen. Wm. T. McMahon, Gen. James McQuade, Gen. Lloyd Aspinwall, Col. Floyd Jones, U. S. A.; and Col. A. J. Smith. In spite of the fact that Clark gave them better liquors and cigars than Delmonico does, the Order ungratefully decided to return to Delmonico's and economize by holding but six meetings in a year.

CON. A. C. Wildrick, U. S. A., now on a brief visit to friends at Newark, N. J., will join in a few days at Fort Schuyler, N. Y. H., to take command of that post, his orders having been changed. General R. H. Jackson, U. S. A., relinquishes command of Fort Schuyler, having been assigned

by General Hancock to the command of Fort Columbus, N. Y. H.

A Fort Bayard, N. M., correspondent, writing, November 24, says: "Lieutenant O. L. Wieting, 23d Infantry, and family, arrived from New York on Tuesday evening. Capt. P. Oussack, 9th Cavalry, stationed at Fort Sill, I. T., is here making a few days' visit. He is en route to the Mogollons, to look after some of his mining property."

CHAPLAIN David Willis, U. S. A., has gone from the Department of Columbia to the more genial climate of Benicia Barracks, Cal.

THE Omaha Herald says: "It is rumored that Paymaster A. S. Towar, U. S. A., is to change station to Arizona as chief paymaster of that department. While many friends here would regret his departure, they would be glad to see the merits of this most estimable officer thus recognized."

LIEUT. C. W. Taylor, 9th Cavalry, on three months' leave, from Fort Reno, I. T., is spending it at Brooklyn, N. Y., with his father, the Rev. C. W. Taylor, pastor of the Water Street Presbyterian Church in that city.

THE "Te Deum Laudamus," written by Mrs. W. S. Hancock, wife of Major General Hancock, and dedicated to St. Cornelius's Chapel, Governor's Island, is spoken of as a musical composition of unusual excellence.

LIEUT. W. E. Almy, 5th Cavalry, was in Omaha early this week, visiting friends while en route to Washington to spend the winter.

CAPT. J. H. Calef, 2d U. S. Artillery, was to leave Fort Monroe, Va., this or next week to spend the Christmas holidays with friends.

MAJOR General W. S. Hancock attended the reception given to Governor-elect Cleveland, at the Manhattan Club, New York, on the evening of Dec. 5.

The San Francisco Report says of the recent change of designation of certain forts: "There was no good reason for changing Fort Point to 'Fort Winfield Scott,' or Fort San Jose to 'Fort Mason'; there was plenty of reason for leaving the names as they were. We should have thought if any change was deemed desirable, that General McDowell might have been complimented. Fort San Jose might have been called 'Fort McDowell.' There would at least have been something suggestive and appropriate about that. Fort San Jose was for years, under the McDowell regime, one of the social centres of San Francisco—a place noted for the hospitality within its gates, and as a place in which distinguished strangers were always given good reason to think well of San Francisco and its people."

CAPT. G. C. Smith, A. Q. M., left Tucson, Nov. 24, to visit Washington, Philadelphia, and New York. Mrs. Smith accompanies him.

LIEUT. F. E. Hobbs, 2d U. S. Artillery, is expected in New York early next week to undergo examination for transfer to the Ordnance Department.

MAJOR Mordecai, Capt. Phipps, and Lieut. Rookwell, Ordnance Department, U. S. A., will visit New York next week to be examined for promotion, caused by the retirement of Colonel Laidley.

LIEUT. G. H. Patten, 22d U. S. Infantry, has assumed the duties of recruiting officer at Fort Marcy, N. M.

LIEUT. J. G. Ballance, 22d U. S. Infantry, has been assigned to duty by General Stanley as local quartermaster at Santa Fe, N. M.

ASST. SURG. H. O. Perley, U. S. A., returned to New York this week from his trip to Maine.

LIEUT. P. Wheeler, 4th U. S. Cavalry, lately at Santa Fe, N. M., has rejoined for duty at Fort Cummings, N. M.

August Gecks, lately a hospital steward, U. S. Army, and who, it may be remembered, was caught last winter in a blizzard near Fort Sisseton, D. T., and so severely injured as to necessitate amputation, was recently discharged by reason of the disability incurred on that occasion. Coming to Washington, and dependent on account of his disabled condition, he committed suicide at the National Hotel, on the night of Dec. 6, by taking cyanide of potassium. Gecks was a man of education, of considerable property, and was known to many scientific specialists throughout the country as an ardent and enthusiastic collector of relics of the mound-builders.

The wife of Prof. E. Y. Hincks of Andover, who was a grand-daughter of Commodore Oliver Hazard Perry, of Lake Erie fame, and a niece of Mrs. August Belmont of New York, died recently, leaving one child, a young daughter.

The following Army and Navy officers registered at the Ebbitt House during the week ending December 8, 1882: Army—Lieut. W. H. Carter, 6th Cavalry; Captain G. M. Randall, 23d Infantry; Chaplain M. C. Blaine, Surgeon Gen. J. K. Barnes. Navy—Master W. K. Schwenk, Lieut. J. C. Wilson, Passed Asst. Surgeon W. A. McChurg, Lieut. Z. L. Tanner, Lieut. W. H. Jacques, Asst. Engineer L. P. Lawrence, Commander G. H. Wadleigh, Passed Asst. Paymaster J. N. Speel, Capt. W. T. Truxtun, Passed Asst. Paymaster M. C. McGowan, Passed Asst. Paymaster H. T. B. Harris.

MAJOR Gen. McDowell, U. S. A., has been visiting Gen. Ekin at Jeffersonville, Ind.; and the Louisville Commercial has some kindly words to speak of the retired Major General.

STAFF Commander James Charles Atkinson, the oldest naval officer on the English official record, died at Southampton lately in the 100th year of his age. In 1803 he joined the Navy as a volunteer. He was, in 1814, appointed to the *Penguin*, an 18-gun brig, with 117 men. In an engagement with the American corvette *Hornet*, 22 guns and 177 men, off the Island of Aoumba in 1815, the *Penguin* was sunk, and the deceased was taken prisoner with the remaining officers and crew. He was shipwrecked in 1824 in the Grecian Archipelago, and in 1833 retired from active service. The deceased officer was blind for the last 15 years, but otherwise retained all his faculties until his death.

CIVIL ENGINEERS IN THE NAVY.

Having secured the recognition of their claim to relative rank, the Corps of Civil Engineers in the Navy are making an earnest appeal to Secretary Chandler for further recognition by the appointment of a skillful and experienced civil engineer at the head of this staff corps as Chief of the Bureau of Yards and Docks. It is not their purpose to disturb the present Chief of the bureau, but they have hopes that his successor will be a member of their corps. They have prepared a brief statement of facts in support of their claim. They urge that this particular bureau is the only one that is not directed by an officer selected from that particular corps to which is confided the execution and supervision of the work of that bureau, "the old custom still prevailing of confining the appointment of an officer of the line corps to this office, as was also the case for many years formerly with the Bureau of Construction and Repairs, and for a time with Bureau of Provisions and Clothing."

This selection of an officer, non professional, and from another corps, is, they urge, but a relic of naval administration of some forty years ago, when there were but few staff corps incorporated into the regular naval service, and when nearly all the work at navy yards was estimated and paid for by this bureau, and the whole Department of the Navy of less magnitude than some of the bureaus to-day.

They argue, from the example in other departments of our government and of foreign governments, "that the appointment of an officer of the Civil Engineer Corps, as Chief of Bureau, to direct the prosecution of their work, demanding, as it does, thorough personal knowledge and practical experience in the science and art of constructive engineering—should now prevail, instead of an officer of the line corps, whose professional education and experience are so entirely foreign to the work and duties of a civil engineer."

In conclusion, they say "it may be safely assumed that the assignment of the work of the Civil Engineer Corps of the Navy to the direction of a skillful and experienced Civil Engineer, as Chief of Bureau, will be no less wise, judicious or beneficial to the service than the exercise of like judgment and authority in the cases of Bureaus of Construction and Repairs, Provision and Clothing (whose chiefs were formerly for some years line officers), Medicine and Surgery and Steam Engineering, the chiefs of which are now respectively skillful and experienced Naval Constructors, Paymasters, Surgeons and Chief Engineers, and very properly appointed from their own corps."

ANSWERS TO CORRESPONDENTS.

D. C. B. asks: 1. Are apothecaries in the Navy appointed by the Secretary of the Navy like Army hospital stewards, or are they enlisted? 2. If enlisted, for how long? 3. What is their pay? Ans.—1. They are appointed by the medical officers of the station or ship entitled to their services. 2. Not required to sign the shipping articles, but enter into an agreement to be governed by the laws and regulations of the Navy while holding the appointment. 3. 1st class, \$750 per annum; 2d class, \$480 per annum.

MILES asks: 1. In what Massachusetts Districts will vacancies for West Point cadets occur in 1883? 2. What in 1884? 3. What in 1885? 4. When a cadet is dismissed or resigns, how and when is the vacancy filled? 5. Is a man over 5 feet 10 in. disqualified from entering the cavalry? 6. May a minor without parents or legal guardians enlist in the Army? Ans.—1. 6th, 6th, 8th, and 9th. Nominations have already been made to fill the 5th and 6th. 2. According to the appointment act there will be a change in districts after '84, and it cannot, therefore, be ascertained which districts will have vacancies. 3. Same as question 2. 4. The representative is immediately invited to nominate for the next June examination. 5. No. 6. No.

OLD SOLDIER asks, to whom do you apply for information as Superintendent of a National Cemetery, and what information does it require? Ans. To the Quartermaster General of the army. Service in regular or volunteer army; disability in the line of duty; steady and sober; able to read and write, etc. Consult if possible, para. 943 to 964 Army Regulations, 1881.

C. G., STUTTGART, Germany, asks the Congressmen, with their respective districts, who have the power to appoint candidates for cadet midshipmen for Sept., 1883, and how to address them. 2. How to procure a catalogue of the Naval Academy. Ans. 1. The information desired could be procured from the Secretary of the Treasury only, and it is understood he does not give out such information. No one who is not a citizen of the United States can enter the Naval Academy at Annapolis, Md. 2. A catalogue of the Academy may be obtained by applying to the Hon. Wm. E. Chandler, Secretary of the Navy, Washington, D. C.

J. B. asks the position of chiefs of platoons at the command platoons right wheel. Upton's Tactics says they take their place two yards in front and centre of their platoons. Do they face their platoons or stand with their back to them? Ans. Chiefs always face their platoons when wheeling. See par. 274.

ELECTRICIAN asks do you think a ship could be built that could be propelled by electricity, and be equal to a first-class steamship of to-day? Ans. Not until we know more about electricity than we do yet.

R. S. M. asks the present address of Paymaster J. R. Martin, U. S. A. Ans. A letter mailed to him care Navy Department, Washington, D. C., would reach him.

J. F. S. asks can you give me the names of some of the most powerful warships of the British Navy. Ans. The following is a list of the most formidable vessels. They are provided with all the latest mechanical appliances; have a powerful ram; are divided into numerous watertight compartments, and have tubes for discharging torpedoes. Their armor varies from 4½ to 26 inches in thickness; guns from 5 to 31 tons; maximum speed in knots per hour 10.9 to 15.4. *Turret Ships*—*Indefatigable*, *Broadbent*, *Thunderer*, *Devastation*, *Agamemnon*, *Ajax*, *Monarch*, *Neptune*, *Colossus*, *Conqueror*, *Glatton*, *Hotspur*, *Rupert*, *Prince Albert*, *Cyclops*, *Gorgon*, *Hecate*. *Broadside Side Ships*—*Alexandra*, *Temeraire*, *Sultan*, *Hercules*, *Swiftsure*, *Bellerophon*, *Iron Duke*, *Penelope*, *Superb*, *Shannon*, *Nelson*, *Northampton*, *Bellisle*, *Orion*, *Minotaur*. The two steel despatch boats, *Iris* and *Mercury*, have developed a speed of from 17 to 18 knots per hour and over.

A. J. E. asks: Is a soldier who draws continued service pay and mustered as an artificer, entitled to \$2 per month extra as artificer. Ans. We do not exactly understand the drift of your question, but if you mean is an artificer entitled to the additional pay granted for each re-enlistment granted by the act of May 15, 1862, we answer he is not.

THE Duke of Connaught, before leaving Cairo for England, was presented by the Khedive with a magnificent sword and with jewels for the Duchess. His Royal Highness is to be created a Grand Cross of the Bath, when the honors are given for the campaign in Egypt, in recognition of his services whilst in command of a brigade.

THE ARMY.

NOMINATIONS SENT TO THE SENATE.

APPOINTMENTS.

To be Major General—Brigadier General John Pope, October 26, 1882, vice McDowell, retired from active service by operation of the act of June 30, 1882.

To be Brigadier General—Colonel Ronald S. Mackenzie, of the 4th Cavalry, Oct. 26, 1882, vice Pope, appointed Major General.

Medical Department.

Carter N. B. Macaulay, of Boston, Mass., to be Asst. Surgeon August 10, 1882, vice Brooks, promoted.

Pay Department.

Henry Clayton, of New Castle county, Delaware, late Captain 17th Infantry, to be Paymaster with the rank of Major, Sept. 7, 1882, vice Wingard, deceased.

William H. Smyth, of Albany, N. Y., to be Paymaster with the rank of Major, Sept. 20, 1882, vice Vadder, retired from active service by operation of the act of June 30, 1882.]

PROMOTIONS.

Pay Department.

Major Wm. A. Rucker, to be Deputy Paymaster General, with the rank of Lieutenant Colonel, Oct. 1, 1882, vice Potter, retired from active service by operation of the act of June 30, 1882.

Corps of Engineers.

Major George H. Elliot, to be Lieutenant Colonel, Aug. 8, 1882, vice Warren, deceased.

1st Cavalry.

[1st Lieutenant Frank K. Upham, Adjutant, to be Captain, Nov. 1, 1882, vice Bernard, promoted to the 3d Cavalry.

3d Cavalry.

Major David R. Clendenin, of the 8th Cavalry, to be Lieutenant Colonel, Nov. 1, 1882, vice Royall, promoted to the 4th Cavalry.

4th Cavalry.

Lieutenant Colonel William B. Royall, of the 3d Cavalry, to be Colonel, Nov. 1, 1882, vice Mackenzie, appointed Brigadier General.

8th Cavalry.

Captain Reuben F. Bernard, of the 1st Cavalry, to be Major, Nov. 1, 1882, vice Clendenin, promoted to the 3d Cavalry.

1st Lieutenant James M. Ropes, Adjutant, to be Captain, Oct. 9, 1882, vice Stevenson, deceased.

2d Lieutenant Eugene A. Ellis, to be 1st Lieutenant, October 9, 1882, vice Hickey, appointed Adjutant.

1st Artillery.

Major Alexander Piper, of the 4th Artillery, to be Lieutenant Colonel, Nov. 8, 1882, vice Arnold, deceased. (Since transferred to the 3d Artillery.)

2d Artillery.

1st Lieutenant Rezin G. Howell, to be Captain, Nov. 8, 1882, vice Pennington, promoted to the 4th Artillery.

2d Lieutenant Wm. O. Simpson, to be 1st Lieutenant, Nov. 8, 1882, vice Howell, promoted.

3d Artillery.

Lieutenant Colonel George P. Andrews, of the 1st Artillery, to be Colonel, Nov. 3, 1882, vice DeRussy, retired from active service by operation of the act of June 30, 1882. (Since transferred to the 1st Artillery.)

1st Lieutenant James B. Burbank, to be Captain, Nov. 3, 1882, vice Wildrick, promoted to the 5th Artillery.

2d Lieutenant Henry H. Ludlow, to be 1st Lieutenant, Nov. 3, 1882, vice Burbank, promoted.

4th Artillery.

Captain Alexander C. M. Pennington, of the 2d Artillery, to be Major, Nov. 8, 1882, vice Piper, promoted to the 1st Artillery.

5th Artillery.

Captain Abram C. Wildrick, of the 3d Artillery, to be Major, Nov. 3, 1882, vice Arnold, promoted to the 1st Artillery, and since deceased.

2d Lieutenant James C. Bush, to be 1st Lieutenant, Nov. 1, 1882, vice Robinson, deceased.

1st Infantry.

1st Lieut. James Humbert, to be Captain, Sept. 15, 1882, vice Walker, deceased.

2d Lieut. James S. Pettit, to be 1st lieutenant, Sept. 15, 1882, vice Humbert, promoted.

6th Infantry.

2d Lieut. Arthur L. Wagner, to be 1st Lieutenant, Oct. 18, 1882, vice Day, deceased.

11th Infantry.

1st Lieut. Wm. E. Kingsbury, to be Captain, October 23, 1882, vice Conrad, retired from active service, in accordance with act of Congress approved Aug. 7, 1882.

2d Lieut. George LeR. Brown, to be 1st Lieutenant, October 23, 1882, vice Kingsbury, promoted.

12th Infantry.

1st Lieut. James Halloran, to be Captain, Oct. 16, 1882, vice King, deceased.

2d Lieut. Palmer G. Wood, to be 1st Lieutenant, October 16, 1882, vice Halloran, promoted.

19th Infantry.

2d Lieut. Theodore H. Eckerson, to be 1st Lieutenant, Oct. 11, 1882, vice Wanle, deceased.

22d Infantry.

1st Lieut. Will W. Daugherty, Quartermaster, to be Captain, Sept. 7, 1882, vice Hartley, resigned.

2d Lieut. Theodore Mosher, to be 1st Lieutenant, Sept. 22, 1882, vice Ballance, appointed Quartermaster.

APPOINTMENTS BY TRANSFER.

1st Lieut. Edward S. Chapin, of the 4th Artillery, to be 1st Lieutenant 15th Infantry, to rank from Nov. 2, 1876.

1st Lieut. Leverett H. Walker, of the 15th Infantry, to be 1st Lieutenant 4th Artillery, to rank from Nov. 2, 1876.

G. O. 16, DEPT. OF CALIFORNIA, Nov. 24, 1882.

Par. 2, G. O. 14, c. s., from these Headquarters, authorizing companies which have gardens to pay from their company fund from twenty to thirty cents per day to the enlisted men employed in cultivating them, is, in compliance with instructions from the Hdqrs. of the Army, dated Nov. 15, 1882, hereby revoked.

By command of Major-Gen. Schofield:
J. O. KELTON, Asst. Adjt.-Gen.

G. O. 25, DEPT. OF THE COLUMBIA, Oct. 31, 1882.

Publishes a list of the officers and men who have qualified as marksmen during the target year ending Sept. 30, 1882, and a table which exhibits the relative proficiency of the companies, troops, and batteries in this Department is also published.

G. O. 26, DEPT. OF DAKOTA, Nov. 25, 1882.

Publishes extracts taken from reports of gallery practice and reports of special target practice of troops serving in the Dept. of Dakota, for the month of October, 1882.

G. O. 43, DEPT. OF ARIZONA, Nov. 25, 1882.

The following orders are republished for the information and guidance of this command:

G. O. 18.

Hdqrs. DEPT. OF ARIZONA, PRESCOTT, May 21, 1875.

Numerous charges against enlisted men having gone by default, before General Courts-martial, in this Department, for want of sufficient evidence to substantiate them; and, in some instances, resulting in unnecessary confinement, Post Commanders will in future investigate the character and force of the evidence in each case, and assure themselves that the alleged facts can be fully established; also that the offenses are of such a nature that a Garrison Court cannot fix a sufficient punishment, and the fact that each case has been so investigated will be stated in forwarding the charges to these Headquarters.

Charges should be laid under the specific Article of War covering the offense.

By command of Bvt. Major-Gen. Kautz:
THOMAS WILHELM, 1st Lieut. 8th Inf., Act. Asst. Adjt.-Gen.

In forwarding charges against an enlisted man, commanding officers will cause to be noted thereon the date on which the man's term of service will expire, and the date on which he was placed in arrest or confinement.

By order of Brig.-Gen. Crook:

J. P. MARTIN, Asst. Adjt.-Gen.

CIRCULAR 53, DEPT. OF THE MISSOURI, Nov. 23, 1882.

Publishes instruction for the preparation of estimates pertaining to the Quartermaster's Department for supplying this command during the fiscal year ending June 30, 1884.

STAFF CORPS AND DEPARTMENTS.

INSPECTOR-GENERAL'S DEPARTMENT.—S. O. 50, c. s., Mil. Div. of the Missouri, are amended to read: Under the authority of the Secretary of War, Col. Nelson H. Davis, Insp.-Gen. of the Div. of the Missouri, will, until further orders, make the inspection at the military prison at Fort Leavenworth, Kan., required by section 1343, Revised Statutes (S. O. 125, Dec. 4, M. D. M.)

Lieut.-Col. Roger Jones, Asst. Insp.-Gen., while on the official tour directed in S. O. 75, c. s., Mil. Div. of the Atlantic, will make the prescribed quarterly inspection at the Albany Penitentiary (S. O. 81, Dec. 4, M. D. A.)

Lieut.-Col. Roger Jones, Asst. Insp.-Gen., is relieved from the operations of G. O. 11, c. s., Mil. Div. of the Atlantic, directing him to perform the duties of inspector of the Dept. of the East until further orders (G. O. 12, Dec. 5, M. D. A.)

QUARTERMASTER'S DEPARTMENT.—Capt. Lewis C. Forsyth, A. Q. M., is detailed a member of the G. C.-M. convoked at Fort Porter, N. Y., by par. 2, S. O. 221, c. s., Dept. of the East (S. O. 224, Dec. 7, D. E.)

MEDICAL DEPARTMENT.—A. A. Surg. B. F. Kingsley, having reported his arrival at Fort Lyon, Colo., is assigned to duty at that post (S. O. 242, Nov. 28, D. M.)

Surg. Bernard J. D. Irwin is announced as Medical Director of the Dept. of Arizona (G. O. 47, Nov. 20, D. A.)

A. A. Surg. Eustace Trenor is relieved from duty at Fort Grant and will report at Fort Yuma for duty (S. O. 174, Nov. 22, D. A.)

Upon the arrival of A. A. Surg. Eustace Trenor at Fort Yuma, A. A. Surg. M. F. Price will be relieved from duty at that post, and will report to the C. O., Fort Grant, for duty (S. O. 184, Nov. 22, D. A.)

A. A. Surg. T. B. Davis will report to the C. O., Fort Lowell, for duty (S. O. 174, Nov. 22, D. A.)

Leave of absence for four months is granted Capt. Louis W. Crampton, Asst. Surg. (S. O. Dec. 2, W. D.)

Asst. Surg. J. C. Worthington, member G. C.-M. at Fort Wayne, Mich., Dec. 7 (S. O. 221, Dec. 4, D. E.)

Surg. W. S. Tremaine, member G. C.-M. at Fort Porter, N. Y., Dec. 6 (S. O. 221, Dec. 4, D. E.)

Asst. Surg. Curtis E. Price, member G. C.-M. at Fort Niagara, N. Y., Dec. 5 (S. O. 220, Dec. 1, D. E.)

A. A. Surg. Moses Cooper, having reported his arrival at Fort Lewis, Colo., in compliance with par. 8, S. O. 122, c. s., Hdqrs. Dept. of Texas, will proceed from that point to Fort Stanton, N. M., for duty (S. O. 244, Dec. 1, D. M.)

The leave of absence granted A. A. Surg. M. G. Cockey, Fort Supply, Ind. Ty., is extended one month (S. O. 126, Dec. 5, M. D. M.)

Asst. Surg. W. C. Gorgas, Asst. Surg. T. J. C. Maddox, and A. A. Surg. J. S. McLain, are relieved from duty at Fort Brown, Tex., and will accompany the command of the 19th Inf. in its change of station. Their future stations will be announced in due time (S. O. 130, Nov. 27, D. T.)

A. A. Surg. A. P. Frick is relieved from duty in the Dept. of Arizona, and will accompany Lieut.-Col. Wm. H. Brown, 1st Inf., from Fort Grant to his home in Westchester, Pa.; upon completion of this duty he will report by letter to the Surg.-Gen. of the Army for further orders (S. O. 177, Nov. 28, D. A.)

The extension of leave of absence granted Major John Moore, Surg., is further extended one month (S. O., Dec. 6, W. D.)

The leave of absence granted Capt. Marous E. Taylor, Asst. Surg., is extended two months (S. O., Dec. 6, W. D.)

To enable him to comply with the requirements of par. 2, S. O. 261, c. s., Hdqrs. of the Army, Hosp. Steward Thomas Dawson is relieved from duty at Fort Barranca, Fla.; he will proceed to Fort Snelling, Minn., for duty (S. O. 116, Dec. 2, D. S.)

Hosp. Steward Wm. Rieck, now at Fort Prescott, A. T., will return to his proper station, Fort McDowell (S. O. 176, Nov. 27, D. A.)

Hosp. Steward Wm. T. Dalby (appointed Nov. 24, 1882, from private, Troop F, 6th Cav.,) will report by letter to the Comdg. Gen. Dept. of Arizona for assignment to duty (Letter from A. G. O., Nov. 27.)

Par. 5, S. O. 273, Nov. 23, 1882, from War Dept., in the case of Hosp. Steward Herman Luersen, late Sergt., Co. F, 7th Inf., is revoked (S. O., Dec. 2, W. D.)

PAY DEPARTMENT.—Major Joseph W. Wham, Paymaster, is relieved from duty at Fort D. A. Russell, Wyo., and will take station at Cheyenne, Wyo. (S. O. 124, Nov. 23, D. P.)

Major Charles McClure, Paymaster, is relieved from duty in the Dept. of the Missouri (S. O. 241, Nov. 27, D. M.)

Major Peter P. G. Hall, Paymaster, now awaiting orders at Villanova, Penn., will report in person to the commanding general Dept. of Arizona for duty as chief paymaster of that Dept. (S. O., Dec. 2, W. D.)

Major George E. Glenn, Paymaster, will proceed to Mount Vernon Barracks, Ala., and Jackson Barracks, La., and pay the troops stationed thereat on muster and pay rolls of Oct. 31, 1882 (S. O. 116, Dec. 2, D. B.)

The leave of absence granted Major John B. Keefe, Paymaster, is extended three months (S. O., Dec. 6, W. D.)

CORPS OF ENGINEERS.—Col. Charles E. Blunt will proceed from Portland, Me., to Fort Constitution, N. H., on duty in connection with work under his direction at that post, and, on completion of the duty, will return to his proper station (S. O., Dec. 2, W. D.)

Major David P. Heap is granted leave of absence for one month, to take effect as soon as his duties will permit his absence (S. O. 134, Dec. 5, Corps of Engrs.)

A Board of Officers to consist of Col. Wm. F. Reynolds, and Majors Walter McFarland and George L. Gillespie, will

assemble at Baltimore, Md., upon the call of the senior member, and at as early a day as may be consistent with the other duties of the members, to examine and report upon the claims of Charles McCafferty and D. and C. P. Dull, as provided for by the River and Harbor Act of Aug. 2, 1882 (S. O. 135, Dec. 6, Corps of Engrs.)

Leave of absence for twenty days, on account of ill health, is granted 1st Lieut. Eugene Griffin (S. O. 138, Dec. 7, Corps of Engrs.)

The following order of the President is promulgated for the information and guidance of all concerned:

EXECUTIVE MANSION, Nov. 25, 1882.

At his own request, made in consequence of his illness, Lieut.-Col. Quincy A. Gillmore, Engineer Corps U. S. Army, one of the commissioners of the Mississippi River Commission, who has been heretofore designated to be president of the commission, is hereby relieved from the duties devolved upon him by that designation.

Lieut.-Col. Cyrus B. Comstock, Engineer Corps U. S. Army, is hereby designated to be president of the Mississippi River Commission under the provisions of the act of Congress approved June 28, 1879.

CHESTER A. ARTHUR.

(S. O., Dec. 1, W. D.)

ORDNANCE DEPARTMENT.—Ord. Sergt. John Gordon is relieved from duty at Benicia Barracks, Cal., and will report in person to the C. O., Fort Grant, A. T., for duty (S. O., Dec. 2, W. D.)

Capt. Algernon S. M. Morgan, ordnance storekeeper, is appointed to act as inspector on certain clothing, camp and garrison equipage, and recruiting property on hand at the recruiting rendezvous, Pittsburg, Penn. (S. O., Dec. 1, W. D.)

Col. Theodore T. S. Laidley, having served as an officer of the Army over forty years, is, at his own request, retired from active service as of Dec. 4, 1882, under the provisions of the act approved June 30, 1882, and will proceed to his home (S. O., Dec. 4, W. D.)

A Board of Ordnance Officers, to consist of Col. Silas Crispin, and Lieut.-Cols. Thomas G. Baylor and James M. Whitmore, is appointed to meet in New York City Dec. 12 for the examination of officers of the Ord. Dept. for promotion, and for the examination of such lieutenants of the line as may be authorized to appear before it with view to a selection for transfer to the Ord. Dept. (S. O., Dec. 6, W. D.)

The following named ordnance officers will report in person to the board of officers appointed to meet in N. Y. City Dec. 12, by S. O. 283, Dec. 6, War Dept., for examination for promotion: Major Alfred Mordecai, Capt. Frank H. Phipps, and 1st Lieut. James Rockwell, Jr. (S. O., Dec. 6, W. D.)

CHAPLAINS.—Chaplain David Wils, now at Fort Stevens, Ore., will report to the C. O., Benicia Barracks, Cal., for duty (S. O. 182, Nov. 20, M. D. P.)

SIGNAL SERVICE.—The telegraphic instructions of Dec. 1, 1882, from War Dept., for the movement of the following named enlisted men, are confirmed: Sergt. John R. Williams, from San Francisco, Cal., to Red Bluff, Cal., and relieve Sergt. Egbert van Dyk (in charge of station), who will proceed to Benicia Barracks, Cal., for discharge (S. O., Dec. 2, W. D.)

THE LINE.

1ST CAVALRY, Colonel Cuvier Grover.

The telegraphic instructions of the Comdr. Mil. Div. of Missouri, of July 5, 1882, requiring Lieut.-Col. James W. Forsyth, Inspector of Cavalry of the Division, to make the following journeys, on public business, are confirmed, viz.: From Chicago, Ills., to Fort Leavenworth, Kas.; from Fort Leavenworth, Kas., to Fort Hayes, Kas.; from Fort Hayes, Kas., to Fort Riley, Kas.; from Fort Riley, Kas., to Fort Supply, I. T.; thence via Fort Elliott, Tex., to Fort Sill, I. T., returning from Fort Sill, I. T., to Chicago, Ills. (S. O. 126, Dec. 5, M. D. M.)

2ND CAVALRY, Col. John P. Hatch.

Leave of Absence.—Major D. S. Gordon, Fort Ellis, M. T., ten days (S. O. 199, Nov. 27, D. D.)

3RD CAVALRY, Colonel Albert G. Brackett.

Major C. H. Carlton, president, G. C.-M. at Fort Lowell, A. T., Nov. 27 (S. O. 173, Nov. 17, D. A.)

Major Caleb H. Carlton is assigned to duty at Fort Lowell (S. O. 175, Nov. 23, D. A.)

The Supt. Mounted Recruiting Service will cause 50 recruits to be forwarded to the 3d Cav.—twenty-seven to Willcox, five to Benson, five to Holbrook, four to Bowie Station, and nine to the terminus of the Atlantic and Pacific Railroad, A. T. (S. O., Dec. 4, W. D.)

Leave of Absence.—One month, 1st Lieut. James F. Simpson, R. Q. M., with permission to apply to the proper authority for an extension of three months (S. O. 174, Nov. 22, D. A.)

One month, to take effect Dec. 3, 1st Lieut. Bainbridge Reynolds, Adjt. (S. O. 175, Nov. 23, D. A.)

4TH CAVALRY, Col. William B. Royall.

Col. William B. Royall is relieved from duty in the Dept. of Arizona (S. O. 174, Nov. 22, D. A.)

1st Lieut. A. M. Patch, R. Q. M., is relieved as A. A. Q. M. at Santa Fe, N. M. He will proceed to his proper station, Fort Bayard, N. M., and assume the duties of A. A. Q. M. and A. A. C. S. (S. O. 156, Nov. 29, D. N. M.)

Capt. Allen Smith and 1st Lieut. James Parker, members, G. C.-M. at Fort Wingate, N. M., Dec. 11 (S. O. 244, Dec. 1, D. M.)

1st Lieut. F. Wheeler will proceed to his station at Fort Cummings, N. M., and report to the commanding officer for duty. He will conduct a detachment of recruits now at Fort Marcy to Fort Cummings, N. M. He will also conduct as far as Rincon, eight recruits for Co. C and E, 13th Inf.—Fort Stanton—and seven recruits for Co. B, 13th Inf.—Fort Selden, N. M. (S. O. 157, Nov. 30, D. N. M.)

Leave of Absence.—Two months, 1st Lieut. Wilber E. Wilder, Fort Bayard, N. M. (S. O. 124, Dec. 1, M. D. M.)

One month, to apply for extension of one month, 1st Lieut. Alexander Rodgers, Fort Wingate, N. M., to take effect when his services can be spared (S. O. 242, Nov. 23, D. M.)

5TH CAVALRY, Colonel Wesley Merritt.

Capt. E. M. Hayes is detailed to inspect and report upon the quantity and quality of goods issued, and the manner of their delivery to the Indians, at the Shoshone and Bannock Agency, Wyoming, and Capt. John M. Hamilton at the Pine Ridge Agency, Dakota. When notified by the agents that they are prepared to issue to the Indians of those agencies the goods to which they are entitled, they will proceed thereto, and on completion of the issue will rejoin their stations (S. O. 126, Dec. 1, D. P.)

Leave Extended.—2d Lieut. Luther S. Welborn, two months (S. O., Dec. 2, W. D.)

6TH CAVALRY, Col. Eugene A. Carr.

Capt. L. A. Abbott, 1st Lieut. G. S. Anderson, William Stanton, E. E. Dravo, and 2d Lieut. Thomas Cruse, members, G. C.-M. at Fort Lowell, A. T., Nov. 27 (S. O. 173, Nov. 17, D. A.)

The C. O. of Fort McDowell will grant a furlough for six months, to take effect Jan. 15, 1883, with permission to go beyond sea, to Sergt. Francis R. Delaney, Troop I (S. O. 173, Nov. 17, D. A.)

1st Lieut. William Stanton is relieved from duty as member G. C.-M. appointed by par. 1, S. O. 173, D. A. (S. O. 174, Nov. 22, D. A.)

Major A. K. Arnold, in charge of the office of the A. A. Insp. Gen. of the Dept. of Arizona, will proceed to Fort Apache, and return, on public business (S. O. 175, Nov. 23, D. A.)

The Supt. Mounted Recruiting Service will cause fifty recruits to be forwarded to Fort Lowell, A. T., for the 6th Cav. (S. O. 176, Dec. 4, W. D.)

7TH CAVALRY, Colonel Samuel D. Sturgis.

Leave of Absence.—Fourteen days, Capt. Frederick W. Benteen, recruiting officer (S. O. 176, Dec. 5, W. D.)

9TH CAVALRY, Colonel Edward Hatch.

The C. O. of Fort Hays, Kas., will grant a furlough for two months to Sergt. David Badie, Troop B (S. O. 242, Nov. 28, D. M.)

10TH CAVALRY, Colonel Benjamin H. Grierson.

The journey from Fort Concho to Fort Davis, Tex., performed by Major C. B. McLeellan as a member G. C.-M. convened by par. 2, S. O. 81, D. T., was necessary for the public service (S. O. 130, Nov. 27, D. T.)

1ST ARTILLERY, Colonel Frederick T. Dent.

Sergt. Edward P. Harrison, Bat. L, will report to the C. O. Fort Stevens, Ore., for duty as Hospital Steward of the 3d Class (S. O. 183, Nov. 27, M. D. P.)

2ND ARTILLERY, Colonel Romeyn B. Ayres.

Major Loomis L. Langdon, president; Capt. W. P. Graves, James E. Wilson, John McGilvray, 1st Lieut. A. D. Schenck, Medore Crawford, Jr., 2d Lieut. George F. Barney, members, and 1st Lieut. Lotus Niles, J.-A. of G. C.-M. at Washington Bks, D. C., Dec. 8 (S. O. 222, Dec. 5, D. E.)

Capt. John I. Rodgers and Rezin G. Howell, recently transferred, will proceed to join their new batteries (S. O., Dec. 1, W. D.)

2d Lieut. Frank E. Hobbs will report in person to the Board of Ordnance Officers appointed to meet in N. Y. City, Dec. 12, by S. O. 283, Dec. 6, W. D., for examination for transfer to the Ordnance Department. He will return to his proper station upon the completion of his examination (S. O., Dec. 6, W. D.)

Leave of Absence.—Twenty-two days, Capt. J. H. Calef, Fort Monroe, Va. (S. O. 223, Dec. 6, D. E.)

4TH ARTILLERY, Colonel George W. Getty.

Capt. G. B. Rodney, president; Capt. Arthur Morris, 1st Lieut. William Everett, C. A. L. Totten, L. H. Walker, 2d Lieut. H. A. Springett, members, and 1st Lieut. G. L. Anderson, J.-A. of G. C.-M. at Fort Adams, R. I., Dec. 5 (S. O. 220, Dec. 1, D. E.)

1st Lieut. C. A. L. Totten is relieved from duty as a member G. C.-M. appointed to meet at Fort Adams, R. I., Dec. 5, by par. 3, S. O. 220, D. E. (S. O. 221, Dec. 4, D. E.)

Leave Extended.—1st Lieut. C. A. L. Totten, one month and twenty-one days (S. O. 83, Dec. 6, M. D. A.)

5TH ARTILLERY, Col. Henry J. Hunt.

1st Lieut. S. M. Mills will be relieved, as soon as practicable, from his present duties at Governor's Island, N. Y., by 1st Lieut. Henry J. Reilly; after which he will proceed to obey the requirements of S. O. 276, H. Q. A., Nov. 27, 1882 (S. O. 79, Nov. 30, M. D. A.)

Capt. Henry F. Brewerton, president; Capt. Wm. E. Van Reed, 1st Lieut. S. A. Day, B. K. Roberts, 2d Lieut. S. E. Allen, G. D. Fitch, H. C. Carbaugh, members, and 1st Lieut. O. E. Wood, J.-A. of G. C.-M. at Fort Hamilton, N. Y. H., Dec. 7 (S. O. 222, Dec. 5, D. E.)

Major R. H. Jackson will, as soon as practicable, relinquish command of Fort Schuyler, N. Y. H., and proceed to, and assume command of, Fort Columbus, N. Y. H. (S. O. 84, Dec. 7, M. D. A.)

1ST INFANTRY, Colonel William R. Shafter.

Major Edward Collins is relieved from duty at Fort Verde, and will proceed to Fort Grant and assume command of that post, and of his regiment (S. O. 177, Nov. 23, D. A.)

2d Lieut. L. H. Strother, member, and 1st Lieut. Marion P. Maus, J.-A. of G. C.-M. at Fort Lowell, A. T., Nov. 27 (S. O. 173, Nov. 17, D. A.)

Leave of Absence.—One month, Lieut.-Col. William H. Brown, with permission to leave the limits of the Dept. of Arizona, and to apply for extension of eleven months (S. O. 176, Nov. 27, D. A.)

2ND INFANTRY, Colonel Frank Wheaton.

Leave Extended.—2d Lieut. William Moffatt, further extended one month (S. O. 182, Nov. 20, M. D. P.)

4TH INFANTRY, Colonel William P. Carlin.

Leave of Absence.—Twenty-five days, to take effect not later than Dec. 10, 1882, 2d Lieut. James A. Leyden (S. O. 125, Nov. 29, D. P.)

6TH INFANTRY, Colonel Alex. McD. McCook.

1st Lieut. John Carland is detailed to inspect and report upon the quantity and quality of goods issued, and the manner of their delivery to the Indians at the Shoshone and Bannock Agencies in Idaho Ty. (S. O. 125, Nov. 29, D. P.)

2d Lieut. Reuben B. Turner is relieved as member G. C.-M. convened at Fort Douglas, U. T., by par. 5, S. O. 115, D. P., and 1st Lieut. Frederick W. Thibaut is detailed in his stead (S. O. 126, Dec. 1, D. P.)

Leave of Absence.—Four months, on Surg. certificate, with permission to leave the Dept. of Platte, 2d Lieut. Reuben B. Turner (S. O., Dec. 6, W. D.)

9TH INFANTRY, Colonel James Van Voast.

1st Lieut. Thaddeus H. Capron is detailed to inspect and report upon the quantity and quality of goods issued, and the manner of their delivery to the Indians at the Santee and Flandreau Agency (consolidated) in Nebraska (S. O. 125, Nov. 29, D. P.)

Capt. Leonard Hay is detailed as member G. C.-M. convened at Fort McKinney, Wyo., by par. 3, S. O. 103, D. P. (S. O. 125, Nov. 29, D. P.)

Leave of Absence.—One month, to apply for extension of one month, Lieut.-Col. Thomas M. Anderson (S. O. 124, Nov. 28, D. P.)

10TH INFANTRY, Colonel Henry B. Clitz.

2d Lieut. V. E. Stottler, member, G. C.-M. at Fort Niagara, N. Y., Dec. 5 (S. O. 220, Dec. 1, D. E.)

Capt. W. L. Kellogg, president; Capt. S. H. Lincoln, 1st Lieut. E. O. Gibson, C. S. Burbank, C. E. Bottaford, William Paulding, members, and 1st Lieut. John F. Stretch, Adjt., J.-A. of G. C.-M. at Fort Wayne, Mich., Dec. 7 (S. O. 221, Dec. 4, D. E.)

Lieut.-Col. H. R. Mizner, president; Capt. R. H. Hall, J. N. Craig, 1st Lieut. D. F. Stiles, E. R. Clark, members, and 2d Lieut. Henry Kirby, J.-A. of G. C.-M. at Fort Porter, N. Y., Dec. 6 (S. O. 221, Dec. 4, D. E.)

11TH INFANTRY, Colonel Richard I. Dodge.

Leave of Absence.—One month, to apply for extension of one month, 1st Lieut. R. W. Hoyt, R. Q. M., Fort Sully, D. T. (S. O. 199, Nov. 27, D. D.)

12TH INFANTRY, Colonel Orlando B. Willcox.

Major M. A. Cochran, president; Capt. William E. Dove, Hugh G. Brown, 2d Lieut. Palmer G. Wood, members, and 2d Lieut. Charles H. Barth, J.-A. of G. C.-M. at Fort Niagara, N. Y., Dec. 5 (S. O. 220, Dec. 1, D. E.)

13TH INFANTRY, Colonel Luther P. Bradley.

1st Lieut. W. W. Tyler is relieved at Fort Craig, N. M., as A. A. Q. M. and A. C. S., and will repair to his station, Fort Wingate, N. M., for duty with his company (S. O. 156, Nov. 29, D. N. M.)

The following disposition of recruits now at Fort Marcy is ordered: Lieut. James Farnance, Adjt., will conduct a detachment of recruits to Fort Wingate, turn them to the commanding officer, and report for duty (S. O. 157, Nov. 30, D. N. M.)

The telegraphic instructions of Nov. 28, to C. O. Fort Wingate, N. M., to send 1st Lieut. James Farnance, Adjt., to Santa Fe to assign and conduct recruits for the 13th Inf., are confirmed (S. O. 157, Nov. 30, D. N. M.)

Capt. F. E. DeCourcy, president; Capt. William Auman, 1st Lieut. Emerson Griffith, B. H. Gilman, 2d Lieut. M. B. Saffold, members, and 2d Lieut. William N. Hughes, J.-A. of G. C.-M. at Fort Wingate, N. M., Dec. 11 (S. O. 244, Dec. 1, D. M.)

15TH INFANTRY, Colonel George P. Buell.

As soon as 2d Lieut. W. F. Blauvelt has completed at Fort Lyon, Colo., the transfer of public property with which he is charged, he will proceed to the new station of his company, Fort Randall, Dakota (S. O. 243, Nov. 29, D. M.)

Lieut. A. B. Paxton is relieved as recruiting officer at Fort Marcy, N. M. (S. O. 156, Nov. 29, D. N. M.)

Capt. W. T. Hartz, 1st Lieut. W. O. Cory, and 2d Lieut. B. C. Walsh, members, G. C.-M. at Fort A. Lincoln, D. T., Dec. 5 (S. O. 200, Nov. 29, D. D.)

Change of Station.—The following changes are made in the assignment to stations of the companies of the 15th Inf.: Co. E to Fort Stevenson, D. T.; Co. G to Fort A. Lincoln, D. T. (S. O. 201, Dec. 1, D. D.)

17TH INFANTRY, Colonel Chas. C. Gilbert.

Capt. L. H. Sanger, president; 1st Lieut. Josiah Chance, 2d Lieut. William English, members, and 1st Lieut. J. M. Burns, J.-A. of G. C.-M. at Fort A. Lincoln, D. T., Dec. 5 (S. O. 200, Nov. 29, D. D.)

18TH INFANTRY, Colonel Thomas H. Ruger.

Leave Extended.—1st Lieut. Henry H. Adams, five months (S. O., Dec. 2, W. D.)

1st Lieut. Oliver B. Warwick, five months (S. O., Dec. 2, W. D.)

19TH INFANTRY, Colonel Charles H. Smith.

Change of Station.—To meet the requirements of instructions, dated Oct. 17, 1882, from the Lieut.-General commanding the Mil. Div. of Missouri, the portion of the 19th Inf. at Fort Brown, Tex., excepting Bradford's company (G), will be transferred, as follows: Regimental Hdqrs and four companies to Fort Clark, Tex., and one company—to be designated by the regimental commander—to Fort Duncan, Tex. The station of the Lieut.-Colonel is changed from Fort Ringgold, Tex., to Fort Duncan. The companies will take with them only the clothing needed to destination, such articles of camp equipage and company property as may be necessary, and twenty rounds of ammunition per man. All surplus clothing, ammunition, and other property, will be duly transferred at the present station of the companies (S. O. 130, Nov. 27, D. T.)

22ND INFANTRY, Colonel David S. Stanley.

1st Lieut. W. J. Campbell is appointed A. A. Q. M. and A. C. S., Fort Lewis, Colo., and will relieve the officers performing these duties at that post (S. O. 155, Nov. 27, D. N. M.)

2d Lieut. G. H. Patten is detailed as acting recruiting officer at Fort Marcy, N. M. At the rendezvous named, enlistments and re-enlistments may be made for any company and regiment serving in the Dept. of Missouri—no matter where stationed—at the choice of the recruit, except the 24th Infantry, for which enlistments will only be made of colored men who have served in the Army and been discharged with good character (S. O. 156, Nov. 29, D. N. M.)

1st Lieut. J. G. Ballance, R. Q. M., is appointed A. A. Q. M. at Santa Fe, N. M. (S. O. 156, Nov. 29, D. N. M.)

Capt. H. H. Ketchum, having conducted to Santa Fe, N. M., a detachment of fifty recruits for the 13th, 23d, and 24th Inf., will turn them over to the C. O. Fort Marcy, N. M. (S. O. 157, Nov. 30, D. N. M.)

23RD INFANTRY, Colonel Henry M. Black.

1st Lieut. C. D. Cowles is relieved as A. A. Q. M. and A. C. S. at Fort Bayard, N. M., and will proceed to Fort Craig, N. M. (S. O. 156, Nov. 29, D. N. M.)

Leave Extended.—Lieut.-Col. Henry M. Lazelle, ten days (S. O., Dec. 1, W. D.)

24TH INFANTRY, Colonel Joseph H. Potter.

Capt. J. N. Morgan, Fort Sill, I. T., when notified by the Indian Agent that he is prepared to issue to the Kiowa, Comanche and Wichita Indians their annuity goods, will be present at the issue and attest the delivery (S. O. 242, Nov. 28, D. M.)

The C. O. of Fort Elliott, Tex., will grant a furlough for two months to Private William Brown, Co. B (S. O. 244, Dec. 1, D. M.)

Leave Extended.—1st Lieut. James S. Marsteller, Fort Elliott, Tex., one month (S. O. 126, Dec. 5, M. D. M.)

Appointments, Promotions, Retirements, Transfers, Casualties, etc., of Commissioned Officers of the U. S. Army recorded in the Adjutant-General's Office during the week ending Saturday, December 2, 1882.

CASUALTY.

2d Lieutenant Addis M. Henry, 3d Infantry—Resigned November 29, 1882.

General Courts-Martial.—At Fort Lowell, A. T., Nov. 27. Detail: Five officers of the 6th Cav.; two of the 1st Inf., and one of the 3d Cav.

At Fort Adams, R. I., Dec. 5. Detail: Seven officers of the 4th Art.

At Fort Niagara, N. Y., Dec. 5. Detail: Five officers of the 12th Inf.; one of the Med. Dept., and one of the 10th Inf.

At Fort Porter, N. Y., Dec. 6. Detail: Six officers of the 10th Inf., and one of the Med. Dept.

At Fort Wayne, Mich., Dec. 7. Detail: Seven officers of the 10th Inf., and one of the Med. Dept.

At Fort Hamilton, N. Y. H., Dec. 7. Detail: Eight officers of the 5th Art.

At Washington Bks, D. C., Dec. 8. Detail: Eight officers of the 2d Art.

At Fort Wingate, N. M., Dec. 11. Detail: Six officers of the 13th Inf., and two of the 4th Cav.

At Fort A. Lincoln, D. T., Dec. 5. Detail: Four officers of the 17th Inf., and three of the 15th Inf.

Board of Officers.—The Board of Officers appointed by par. 7, S. O. 185, D. D., having organized and reported for orders, will proceed to the following places in the order in which they are named: Shawneetown, Ill.; Cairo, Ill.; Jefferson City, Mo., and St. Joseph, Mo. (S. O. 199, Nov. 27, D. D.)

Recruiting Detail, Dept. of Dakota.—Under G. O. 23, series of 1881, D. D., the following named officers are detailed on General Recruiting Service for the Dept. of Dakota, at the posts named: 1st Lieut. David B. Wilson, Adjt. 25th Inf., at Fort Snelling, Minn.; 1st Lieut. Josiah Chance, 17th Inf., at Fort A. Lincoln, D. T.; 1st Lieut. George H. Kinzie, Adjt. 15th Inf., at Fort Randall, D. T.; 1st Lieut. George F. Cooke, 15th Inf., at Fort Pembina, D. T.; 1st Lieut. F. W. Kingsbury, 2d Cav., at Fort Maginnis, M. T., and 2d Lieut. F. P. Fremont, 3d Inf., at Fort Missoula, M. T. (S. O. 199, Nov. 27, D. D.)

Bread Ration and Company Gardens.—The bread ration of companies in the Dept. of Columbia which have no gardens is, under the authority of par. 529, A. R., fixed at 22 ounces. Those companies which have gardens are hereby authorized to pay from their company fund from twenty to thirty cents per day to the enlisted men employed in cultivating them (G. O. 27, Nov. 16, D. Columbia.)

To Rejoin Post.—The telegraphic instructions of Dec. 4, addressed to the C. O. Mount Vernon Bks, Ala., directing the return of the Fort Barrancas garrison to its post and the departure of the Marines from Mount Vernon Bks, are confirmed (S. O. 117, Dec. 4, D. S.)

Military Prisoners.—In the case of Private William Davis, Troop I, 4th Cav., the unexpired portion of his sentence is remitted (S. O. 241, Nov. 27, D. M.)

The unexpired portion of the sentence of military convict Andrew J. Weidel, formerly private Troop F, 2d Cav., is remitted (G. C.-M. O. 164, Nov. 27, D. D.)

The unexpired portion of the sentences of military convict Thomas Clayton, formerly private Troop A, 2d Cav., and Private Niels Pederson, Co. B, 18th Inf., is remitted (G. C.-M. O. 166, Nov. 29, D. D.)

In the case of Gustav Werner, formerly a private of Co. G, 12th Inf., and Private Patrick J. Burke, Co. B, 8th Inf., the portion of the confinement remaining unexpired on Dec. 2 is remitted for good conduct while undergoing sentences (G. C.-M. O. 113, Nov. 23, D. Cal.)

Private William Fogarty, Co. K, 10th Inf., will be released from confinement for good conduct (G. C.-M. O. 120, Dec. 2, D. E.)

The following named military prisoners, entitled to an abatement of five days per month for continuous good conduct, may be discharged from the Fort Leavenworth Military Prison on the dates set opposite their respective names: Cornelius B. Conway and James Burke, Dec. 1; Frank A. Taylor, Dec. 10; Edward Flaherty, Dec. 12; Allen Robinson, Dec. 14; Francis Dayton and James A. Johnston, Dec. 19; James Farry, Dec. 22, 1882 (S. O. 243, Nov. 29, D. M.)

The unexpired portion of the sentence, in the case of Daniel McKenna, late private Troop B, 8th Cav., is remitted (S. O. 130, Nov. 27, D. T.)

DEPARTMENT NEWS.

Department of Dakota.—The board of officers appointed for the purchase of 200 horses for the cavalry service in the department effected an organization last week upon the arrival of Capt. Hathaway. Gen. Terry has directed the board to proceed to Shawneetown, Ill., Cairo, Ill., Jefferson City, Mo., and St. Joseph, Mo., and complete the work required. It is cause for regret that the board cannot visit the blue grass region of Kentucky, the home of the thoroughbred, but it is hoped that at the places named animals can be had of such quality as will fully meet the requirements of the service. The board consists of Capt. J. M. Bell, Seventh cavalry, E. L. Huggins, Second cavalry, and V. H. Hathaway, assistant quartermaster, and will leave for Illinois when necessary arrangements have rendered necessary a readjustment in the recruiting detail in the department. The following officers have been placed on recruiting service at the forts named: First Lieut. David B. Wilson, adjutant Twenty-fifth infantry, at Fort Snelling, Minn.; First Lieut. Josiah Chance, Seventeenth infantry, at Fort A. Lincoln, Dak.; First Lieut. George A. Kinzie, adjutant Fifteenth infantry, at Fort Randall, Dak.; First Lieut. George F. Cooke, Fifteenth infantry, at Fort Pembina, Dak.; First Lieut. F. W. Kingsbury, Second cavalry, at Fort Maginnis, Mont.; Second Lieut. F. P. Fremont, Third infantry, at Fort Missoula, Mont.

Acting Assistant Surgeon W. H. Faulkner, U. S. A., left St. Paul for Fort Randall, Dak., November 27, having completed his duties in connection with the transfer of the battalion of the Twenty-fifth infantry from Fort Randall to Fort Snelling. The doctor, during his stay at Randall, ha

succeeded in winning the confidence of the Indians there, and is regarded by them as a big medicine chief. He reports Sitting Bull and his people somewhat restive and discontented with their present status as prisoners of war, and very anxious to be assigned a reservation, with all the customary privileges. Bull thinks the great father at Washington has forgotten him, and is not happy at the thought. Indeed, the spirit of discontent is so evident, and the feeling of sympathy among the neighboring bands so strong, that it would not be surprising if an attempt were made by Indians from Red Cloud, Spotted Tail or other agencies to furnish Sitting Bull and his band enough ponies to enable them to escape and keep in hiding until a favorable time for reappearing. The troops, however, are on the alert, and it is doubtful if the opportunity will be given for such an attempt.

The officers and men of the Twenty-fifth Infantry have been wrestling right manfully during the past week in the attempt to bring order out of chaos and set up anew their laces and penates in the quarters at Fort Snelling. The bachelors, of course, have the best of it, since they generally have less to impede them in the way of household stuff, and are beginning already to balance the advantages and disadvantages of the change from Randall to Snelling. Meantime the routine of garrison duty goes on without interruption, and the men are roused at reveille and the sun goes down regularly at the report of the sunset gun. The general expression, however, is one of satisfaction at the transfer from a frontier post to the vicinity of a city. As now constituted, the garrison at Fort Snelling consists of four companies of the Twenty-fifth Infantry (colored) and light battery F, Fourth artillery. The headquarters and band of the Twenty-fifth are also stationed there.

Col. Andrews is on leave, and the regiment and fort are under command of Lieut. Col. Blunt. Maj. Bush is absent, sick, and Chaplain Mullins, Capt. Bentzoni, and Lieuts. Andrews and Strong are absent on detached service.

A Fort Shaw correspondent writes Nov. 25: We had a slight fall of "beautiful snow" this morning, with prospects of more.

Lieuts. Adams, O'Brien and Warwick arrived here from Assiniboine Monday, and took their departure the following morning for the States on a pleasure tour. There was a dance given in their honor the evening of their arrival by the officers of the garrison—one of those enjoyable affairs so delightful because they are sudden and unexpected. We enjoy concerts every Tuesday and Friday evening, given by our band; we also have the opportunity to hear band practice every morning.

Department of the Columbia.—The Vancouver Independent of November 15 says: "Gen. Nelson A. Miles, when last heard from, was still at Jamaica Plain, near Boston. The Post Commandant is having a large number of fruit and ornamental trees planted in various parts of the garrison grounds. Lieut. W. S. Scott, 1st Cavalry, departed on Tuesday's steamer en route for the East. The quarters of Gen. H. A. Morrow, Colonel commanding 21st Infantry, have been undergoing a course of repairs and changes. Rev. David Wells, Chaplain U. S. A., recently stationed at Fort Colville, is now the guest of Rev. A. L. Lindale, Portland, while awaiting orders. A number of the officers and their wives from Vancouver Barracks went over to Portland last Thursday night to attend Senator J. N. Dolph's reception. The dramatic talent of the Fort Walla Walla garrison will give two fine entertainments, at Stahl's Opera House, on the evening of November 21 and 22. Capt. A. G. Forse and Lieut. R. P. P. Walnwright, 2d Cavalry, registered at headquarters during the past week as members of the board for purchasing horses. Maj. J. P. Casey, now on a pay tour toward Fort Klamath, reports the roads in a frightful condition, having taken 34 hours to travel from Biddle to Ashland, Oregon. The quarters of Captain Frank E. Taylor's Light Battery have been thoroughly overhauled, and will soon be in as good condition as any of the company quarters at this post. Lieut. Frederick S. Foltz and Lieut. Samuel C. Robertson, 1st Cavalry, in charge of fifteen men and pack animals, left Fort Walla Walla, on Friday last, for the mountains bordering on the Grande Ronde valley, on a hunting tour. The party will be absent about ten days. The purchase of artillery horses has been postponed until spring for lack of accommodations for them at the post; and the fact that equipments for the Light Battery will not be received for two months has induced the Department Commander to make this change in the programme. It is not improbable that the purchase of cavalry horses will also be postponed.

The Vancouver Independent of November 23 says: The wife and daughter of Gen. Nelson A. Miles have settled down in Washington for the winter. The members of the board for the purchase of cavalry horses have returned to their respective stations, also Vet. Surg. R. B. Corcoran. Lieut. Thomas H. Bradley, 21st Infantry, at Fort Townsend, has been granted twenty days' leave, for the purpose of meeting his family in San Francisco. It is rumored that a former musician in the 21st Infantry band, named W. S. Gard, now with Company C at Fort Klamath, has fallen heir to a fortune of \$190,000. Capt. M. C. Wilkinson, 3d Infantry, who went to his station overland at Fort Missoula, lost by fire all his baggage and papers, arriving at his destination possessed of only \$3 and his uniform. The company engaged in the construction of the military telegraph line between Astoria and Cape Hancock, have finished the land line to Fort Stevens. The Washington Territory side next receives attention. Lieut. G. W. Goethals, engineer corps, reported at headquarters on the 21st, and has relieved Lieut. Thomas W. Symons as chief engineer officer of the department. Col. Olivier Grover, 1st Cavalry, has written to the War Department, requesting that no promotion be made to fill the vacancy created by the promotion of 1st Lieut. Frank Kidder Upham to captain, as he intended to appoint a second lieutenant as regimental adjutant. It is understood that his choice for adjutant is Lieut. Frederick S. Foltz, who graduated in 1879, although a rumor came that it would be Lieut. John Pitcher, which would promote him to 1st lieutenant.

Department of the Platte.—Capt. Babb's Co. D, 4th Infantry, arrived Nov. 27, from Fort Laramie and took post at Fort Omaha. This is one of the additional companies sent to Fort Omaha, which is intended to be ten companies strong. Judson H. Rust, formerly a clerk at the Army headquarters in Omaha, and discharged for dissipation, committed suicide last week near Laramie.

Fort D. A. Russell has assumed its wonted appearance. The band of the 9th Infantry discourses daily at 3 p. m., while the recent addition of three companies 7th Infantry makes quite an imposing appearance at the evening dress parade. There are now seven companies of infantry at the post, and the drive is such that pleasant weather only is required to draw quite a crowd of townspeople out to enjoy the music and parade of an afternoon.

It is likely that in furtherance of the scheme to abandon small posts and concentrate large garrisons at others, the garrison at Fort Douglas, Utah, will soon be materially increased.

Department of the Missouri.—The Leavenworth Military Prison is growing to large proportions. It now contains five hundred prisoners, and a large number were to arrive this week. There is sufficient room for all and none are kept idle, there being plenty of work for all to perform in the numerous branches of trades that are being carried on under the able management of Colonel Blunt.

The Leavenworth Times, of Dec. 1, says: The concert given, Nov. 30, by the inmates of the military prison at their chapel, under the management of Chaplain McOleery, was a rare treat. The music was rendered with five instruments—organ, violin, cello, guitar, and cornet—the last being played by Fitzgerald, an old musician, who has composed the "Leavenworth Polka" since his confinement in the military prison, and which was a part of the programme. Too much praise cannot be given those taking part for the interest taken by them to make it a success. The trial of Sergeant O'Neil, of the military prison guard, for the murder of Sergeant Henry, last summer, comes up Dec. 1 in the United States District Court at Topeka. A large number of witnesses have left for Topeka. Lieut. Mitchell, 15th Infantry, left yesterday for Kansas City to take charge of recruits from the East. Lieut. Phillips, 4th Artillery, with an escort of seven men, brought down a squad of eleven prisoners from Fort Snelling, Minnesota. A. J. Henry, Sergeant, Signal Corps, on duty in Lieut. Glassford's office, leaves about Dec. 12 on a twenty days' leave to visit his parents in Pittsburgh, Pa.

Department of the South.—The batteries of the 3d U. S. Artillery, Captain J. L. Tiernon, commanding, are expected back at Fort Barrancas, Pensacola, from Mount Vernon Barracks, shortly; also the detachment of Marines was expected back at the Navy-yard. Officers and men are delighted with the hospitable treatment they received at Mount Vernon Barracks.

District of New Mexico.—The 22d U. S. Infantry Band gave a concert in the Plaza, Santa Fe, N. M., on the afternoon of Nov. 26, 1882, under the direction of John Luch-singer, Principal Musician. The programme included: 1. Grand March—600,000—Michaels; 2. Selection—Lucretia Borgia—Donizetti; 3. Concert Polka—Chase; 4. Emeline Waltzes—W. J. Wade; 5. Serenade—By the Sea—Schubert; 6. Medley—Jumbo—G. Barnum; 7. Galop—Polo—E. N. Catlin.

Sergeant Finch, Troop M, 3d Cavalry, came into Fort Thomas November 21st in charge of the detachment of Indian scouts who some time ago went to the Chiricahua Mountains with the purpose of trying to persuade the renegade Indians to return to San Carlos. The Scouts met the Chiricahuas, but they refused to return. The detachment consisted of three soldiers, three Indian scouts, and two squaws.

The Miner says General Crook has made a very favorable impression upon the Indians. They say he is a good man who don't tell big lies to Indians. When with good Indians he treats them good, and when with bad he kills them. He means what he says. The rumored threat of the Indians to kill the General is false.

THE NAVY.

NAVAL VESSELS IN COMMISSION.

WHEN AND WHERE LAST HEARD FROM.

Iron-clads are indicated by a star (*).

North Atlantic Station—Rear-Admiral Geo. H. Cooper.
ALLIANCE, 3d rate, 6 guns, Comdr. Allen V. Reed. At Hampton Roads.

ENTERPRISE, 3d rate, 6 guns, Comdr. A. S. Barker. At Hampton Roads. Will not sail for the Asiatic Station until further directed by the Navy Department.

KEARSARGE, 3d rate, 7 guns, Comdr. Wm. R. Bridgman. At Hampton Roads.

TENNESSEE, 1st rate, 23 guns (f. s. n. a. s.), Capt. Robert F. Bradford. At Hampton Roads.

VANDALIA, 2d rate, 8 guns, Capt. Rush R. Wallace. At Hampton Roads.

YANTIC, 3d rate, 4 guns, Commander Frank Wildes. At Hampton Roads. Will probably go to sea about Dec. 12.

South Atlantic Station—Rear-Admiral Peirce Crosby.
BROOKLYN, 2d rate, 14 guns, Capt. A. W. Weaver. At Montevideo.

GALENA, 3d rate, 8 guns (f. s. s. a. s.), Comdr. Oliver A. Batcheller. At Montevideo.

MARION, 3d rate, 8 guns, Comdr. Silas W. Terry. Arrived at the Navy-yard, Portsmouth, N. H., from the South Atlantic Station, Dec. 6. She had a fair passage to the Line, and crossed it on Oct. 26. Nov. 27 she reached Bermuda, where she stopped for coal. She sailed Dec. 1 and encountered two gales from the southwest and northwest. She brings a number of Court-martial prisoners from the South Atlantic Station, hospital patients, men whose terms of service have expired, and a magnificent puma from the Straits of Magellan, destined for Central Park, New York. All hands on board are in good health. The ship will be inspected in a short time and then will be put out of commission.

European Station—Rear-Admiral J. W. A. Nicholson.

LANCASTER, 2d rate, 10 guns (f. s. e. s.), Capt. Bancroft Gherard. Under date of Valletta, Malta, Nov. 13, Rear-Admiral Nicholson commanding, reports the arrival of this vessel at that port from Alexandria and Tripoli. At Tripoli communicated with H. B. M. Consul, who called on board and performed the duties usual to the U. S. Consul. He reports affairs to be in a quiet and apparently settled condition. The commander of the Nipsic reports everything quiet on the Syrian coast. The Moslem mind has been evidently very much soothed since the English victories in Egypt, there being no longer any talk of massacring the Christians. She left November 16th for Palermo, whence the Nipsic will be despatched to New York. All well on board.

NIPSIC, 3d rate, 6 guns, Comdr. Henry B. Seely. A despatch from Lisbon, Dec. 2, says: "The United States steamer reported ashore at the entrance of the river was the Nipsic. She got aground while entering the river, but immediately after floated and proceeded to Lisbon. The grounding merely amounted to touching the sand." A despatch dated London, Dec. 4, says the Nipsic has arrived at Gibraltar from Palermo, Nov. 25.

QUINCEBAUG, 3d rate, 8 guns, Comdr. Wm. Whitehead. Valletta, Malta, Nov. 17.

Pacific Station—Rear-Admiral George B. Balch.

ADAMS, 3d rate, 6 guns, Commander Edgar C. Mortimer. At Sitka, Oct. 28.

ALASKA, 3d rate, 12 guns, Capt. George E.

Belknap. At Honolulu, H. I., Nov. 20, and was to sail Nov. 23 for San Francisco. Health of officers and crew good.

ESSEX, 3d rate, 6 guns, Comdr. Alex. H. McCormick. At Lima.

HARTFORD, 3d rate, 16 guns, Capt. C. C. Carpenter. Ordered to the Pacific Station. Arrived at Montevideo, Uruguay, Oct. 19, and expected to remain about two weeks for repairs. She was to sail thence for Valparaiso, Chile.

INOQUOIS, 3d rate, 7 guns, Comdr. James H. Sands. Probably at Callao by this time.

LAOKAWANNA, 3d rate, 9 guns, Capt. Henry Wilson. Left Callao, Peru, for Chili, Sept. 24.

ONWARD, 4th rate, 3 guns, Lieut. Commander Thomas M. Gardner. Store ship. At Callao, Peru.

PENSACOLA, 2d rate, 22 guns (f. a. p. s.), Capt. Joseph Fyffe. At Callao, Peru, Oct. 4.

WACHUSSETT, 3d rate, 7 guns, Comdr. Frederick Pearson. At the Navy-yard, Mare Island.

Asiatic Station—Rear-Admiral J. M. B. Ulitz.

ASHUELLOT, 3d rate, 6 guns, Comdr. Horace E. Mullan. Left Yokohama, Nov. 4, for Kobe. She is to be at Hong Kong ready for service by Jan. 15, 1883.

JUNIATA, 3d rate, 8 guns, Comdr. George Dewey. Left the Navy-yard, New York, at 11.35 o'clock Nov. 23, bound on her cruise.

MONOCACY, 3d rate, 6 guns, Commander Chas. S. Cotton. At Yokohama. Was ordered to leave there Nov. 15 for a short cruise, after which she will proceed to Hong Kong and await orders.

PALOS, 4th rate, 6 howitzers, Lieut. Commander Geo. D. B. Glidden. Wintering at Tientsin.

RICHMONT, 2d rate, 14 guns (f. s. a. s.), Capt. Jos. S. Ekerrett. Under date of Yokohama, Japan, Nov. 6, Rear-Admiral J. M. B. Ulitz, commanding, reports the following ships on the Asiatic Station and their future distribution: The Richmond came out of dock at Yokosaki and returned to Yokohama, having been cleaned, and portion of the copper found to be injured replaced, the propeller coupling repaired, and after bearing lined up. I intend leaving Yokohama in the Richmond about the 15th inst. for Nagasaki, where necessary stores, etc., will be taken on board; thence to Hong Kong and down the China sea, touching upon my return north at all available treaty ports as far as Shanghai. The Ashuelot left Yokohama on the 4th inst. for Kobe, where she will remain about two weeks, after which she will go to Nagasaki for provisions and stores; thence to Shanghai and Hong Kong, touching at all intermediate accessible treaty ports, including a stay at Canton of two weeks. She is to be at Hong Kong ready for service by Jan. 15, 1883. The Monocacy will leave Yokohama about the 15th inst., having arrived from Chefoo Oct. 22. She left Chefoo Oct. 13, touching at Rokuren Island and Simoczeki on the 16th, Cogo Island on the 17th, Niashina Roadstead on the 20th, and anchoring at Yokohama on the 22d. The Monocacy will visit Kobe, Nagasaki, Hong Kong, Canton, and Macao, returning to Hong Kong and awaiting orders. She will probably visit some of the ports in the China sea. The Palos was ordered by telegraph, Oct. 23, to proceed immediately to Nagasaki, where she was to be docked if it could be done without delay. Written orders were sent Lieut. Commander Glidden, commanding, to reach Tientsin, China, where he would winter, by Nov. 15, touching at Chefoo. His instructions are similar to those given last year to the commanding officer of the Ashuelot. The Palos will remain at Tientsin until the opening of navigation in the spring.

SWATARA, 3d rate, 8 guns, Commander Philip H. Cooper. Arrived from the Asiatic Station in Hampton Roads, Va., at 11 p. m. Dec. 4. Was forty-seven days from Simon's Bay, Cape of Good Hope. Following is a list of her officers: Commander, P. H. Cooper; Lieut. Commander, Thomas Perry; Lieutenants, Edwin C. Pendleton, John Hubbard, H. B. Tyler, and S. A. Stanton; Master, R. H. McLean; Ensigns, E. D. Bostick, T. M. Potts, W. F. Fullam, W. G. David, E. E. Wright, J. P. Parker, B. W. Hodges, P. V. Lansdale, and James H. Oliver; Surgeon, James A. Hawke; Paymaster, H. T. B. Harris; Chief Engineer, A. Adamson; 2d Asst. Engineer, Hugh H. Cline; Cadet Engineers, W. T. C. Haason, W. S. Sample, C. E. Manning, and C. A. King; 1st Lieutenant Marines, Wm. F. Spicer; Pay Clerk, T. D. Davidson, Jr.; Boatswain, J. D. Barker; Gunner, Andrew Harman; Carpenter, Henry Davis. Will probably not go out of commission. Officers whose terms are up will be detached and their places supplied by others. A new crew will also be supplied, so far as the terms of those on board have expired.

Apprentice Training Squadron—Commodore S. B. Lucie.

JAMESTOWN, 3d rate, sails, 13 guns, Commander Allan D. Brown. At the Boston Navy-yard.

MINNESOTA, 1st rate, 24 guns, Capt. Jas. H. Gillis. Gunnery ship. Wintering at the Brooklyn Navy-yard.

NEW HAMPSHIRE, 1st rate, 16 guns, sails, flagship of training squadron, Commander Charles E. Clark. Coaster's Island Harbor, Newport, R. I.

PORTSMOUTH, 3d rate, sails, 12 guns, Comdr. Wm. C. Wise. Training ship. Arrived at Boston, Dec. 4.

SARATOGA, 3d rate, 12 guns, Comdr. Henry C. Taylor. Training ship. Arrived at Newport, R. I., Dec. 2, all well, except Midshipman Schwerin, sick with intermittent fever. At last accounts better. The Saratoga during her cruise sailed 19,000 miles. During the seven days preceding her arrival the weather was unusually rough, there being a succession of gales; encountered a cyclone and the latter end of a hurricane. She put into Key West for water and provisions. The passage from Key West was made in fourteen days. The ship rides at anchor with every rope and spar intact, and during all gales, etc., stood up like a pilot boat. As might be supposed, the officers and crew are completely exhausted. The apprentice boys behaved splendidly, but they suffered not a little from rough weather.

On Special Service.

DESPATCH, 4th rate, Commander S. Dana Greene. At Washington.

MICHIGAN, 4th rate, 8 guns, Comdr. Albert Kautz. At Erie, Penn.

POWHATAN, 3d rate, 14 guns, Capt. Edmund O. Matthews. At the Boston yard.

RANGER, 3d rate, 4 guns, Comdr. John W. Philip. En route to Samana Bay on surveying duty.

ST. MARY'S, sails, 8 guns, Captain Henry Erben. N. Y. School ship. Anchored off the Battery, close to Bedloe's Island.

TALLAPOOSA, 4th rate, 3 howitzers, Commander Augustus G. Kellogg. At the Washington Navy-yard.

WYOMING, 3d rate, 7 guns. At the Naval Academy.

Receiving Ships, Iron-Clads, Etc.

COLORADO, 1st rate, 30 guns, Capt. David B. Harney. Receiving ship, New York.

FORTUNE, 4th rate, Pilot George Glass. At Norfolk.

FRANKLIN, 1st rate, 26 guns, Capt. Bushrod B. Taylor. Receiving ship. At Norfolk.

INDEPENDENCE, 3d rate, sails, 6 guns, Capt. Chas. S. Norton. Receiving ship. At Mare Island, Cal.

MIANTONOMOH, 3d rate, 4 guns, Comdr. Francis J. Higginson. Arrived at Delaware Breakwater Nov. 29. She was to sail in company with the *Vandalia* for Hampton Roads the night of Nov. 30, if weather was favorable. Arrived at Hampton Roads Dec. 1. On passage down encountered a strong S. W. wind, with moderate sea. The vessel behaved well, showing herself a good sea boat. She made 7 knots. The steering gear (Manton's) worked well until off Craney Island, when a pin gave way, and the vessel became unmanageable. She was docked at the Navy-yard, Norfolk, Dec. 4.

MONTAUK, 4th rate, 2 guns, Commander ———. At the Navy-yard, League Island. Has been ordered out of commission.

NANTUCKET, 4th rate, 2 guns, Commander ———. Arrived at the New York yard, Dec. 1, from a cruise in New York bay. Has been ordered out of commission.

PASSAIC, 4th rate, 2 guns, Comdr. ———. Receiving ship. At Annapolis. Has been ordered out of commission.

PAWNEE, 3d rate, sails, Mate Joseph Reid. Hospital ship, Port Royal, S. C.

PHLOX, 4th rate, Mate B. G. Perry. At Annapolis.

PILGRIM, 4th rate, Pilot B. F. Chadwick. Service tug at League Island.

SNOWDROP, 4th rate, Pilot F. Reynolds. Service tug at Norfolk yard.

ST. LOUIS, 3d rate, sails, Capt. Wm. E. Fitzhugh. Receiving ship, League Island.

WABASH, 1st rate, 26 guns, Comdr. F. M. Bunce. Receiving ship, Boston.

WYANDOTT, 4th rate, 2 guns, Lieut. Wm. H. Webb. Has taken the place of the *Passaic* as the receiving ship at the Navy-yard, Washington.

The iron-clad *Ajax*, Lieut. J. A. Chesley, (temp.); *Catskill*, Lieut. Jos. Marthon; *Lehigh*; *Mahepas*, Lieut. James A. Chesley; *Manhattan*; are laid up at City Point, Va.

VARIOUS NAVAL ITEMS.

PASSED Asst. Surg. James M. Murray, U. S. N., having been found guilty of the charges preferred against him, has been suspended for two years on furlough pay, and to retain present number on the Navy Register.

MAJOR Charles Heywood will relieve Col. John L. Broome at the Marine Barracks, N. Y., Dec. 31.

COMMANDER J. D. Graham has been directed to turn over the iron-clad *Passaic* for service at the Naval Academy.

The monitors *Montauk*, *Nantucket*, and *Passaic* have been ordered out of commission.

The Inspection Board of which Commodore Luce is President has been examining the vessels at the New York Navy-yard this week.

LIEUT. A. R. Conden, who has been on duty at the Medvale Steel Works, Nicetown, Philadelphia, will return to Washington, D. C., and resume his duties there upon being relieved by Commander Nicoll Ludlow.

The *Puritan* was successfully launched at Chester on Dec. 6. Her draft indicated that when properly loaded, armed, and equipped, she would show more free board than had been calculated by any of the boards who had examined and reported on her.

PROFESSOR E. Stone Wiggins, LL.D., a Canadian astronomer, has written to President Arthur predicting most fearful storms about March 9 to 11, 1883, which, commencing in the Northern Pacific, will be reflected by the Rocky Mountains, and start a tornado in the Gulf of Mexico before which nothing can stand. "No point outside of harbor, in the whole area of the Atlantic, especially north of the equator, will be a place of safety; for this will be pre-eminently the greatest storm that has visited this continent since the days of your illustrious first President."

A BOARD met at the Washington Navy-yard Dec. 4 to examine the claim of Phineas Burgess for damages under his contract for constructing the *Monadnock*. The board is composed of Capt. James A. Greer, Naval Constructor S. M. Pook, and Lieut. W. H. Jacques.

A GENERAL Court-martial met at the Navy-yard, Washington, Dec. 5, for the trial of Surg. Alfred M. Owen, of the U. S. Navy. The following officers compose the court: Rear-Admiral Andrew Bryson, Commodore E. R. Colhoun, Commodore W. T. Truxtun, Capt. J. E. Jonett, Capt. T. S. Fillebrown, Medical Director P. J. Horwitz, and Medical Director J. M. Browne. Lieut. Richard Wainwright, Judge-Advocate. The charges against Surg. Owen are of conduct to the prejudice of good order and discipline, and unprofessional conduct unbecoming a medical officer of the Navy. The specifications generally are that Surg. Owen advised and urged Capt. Hopkins to leave his station, before being relieved, when he knew that yellow fever was approaching; and in recommending leave to Capt. Hopkins, in consequence of his physical condition, without reference intentionally, in his letter to the Department, to the fact that the real ground of his recommendation was that Capt. Hopkins might, if he remained, be attacked with yellow fever.

THE Examining Boards to examine engineers for promotion met at Philadelphia Dec. 4. The professional board is composed of Chief Engineers S. D. Hibbert, B. B. H. Wharton, and S. L. F. Ayres; the medical board, of Medical Inspector M. Bradley and Passed Asst. Surg. W. G. G. Willson.

ROBERT B. FORBES, in his "Personal Reminiscences," published by Little, Brown, and Co., recalls his voyage from Boston to Cork, in the United States frigate *Jamestown*, loaded with supplies for starving Ireland. Congress granted the use of two men-of-war, the *Jamestown* and the *Macedonian*, the first named being commanded by Capt. Forbes, and the other by Capt. George DeKay, U. S. N. The *Jamestown* was loaded at Boston by volunteer laborers on "Saint Patrick's Day in the morning." This was during the Mexican war, in 1847. The unarmed war ship, flying from her main trunk a white flag bearing an olive branch, sailed from Boston with great acclaim, and arrived in Cork Harbor after a passage of 15 days and 3 hours. Capt. Forbes discharged his ship amid the blessings of the starving poor, and then returned to the United States.

THE Norfolk Landmark, of Dec. 5, says: "Yesterday a draft of fifteen privates and one sergeant arrived from Brooklyn for the marine barracks at this station. The Construction Department has finished work on the *Yantic*. Efforts will be made to get the *Kearsarge* ready for sea as

soon as possible. Friday afternoon Commander Frank Wildes took charge of the *Yantic*, and every department of the vessel was thoroughly inspected by him."

A DESPATCH from Fort Monroe, Dec. 4, says: "This evening as the steamer *Excelsior*, of the Potomac Steamboat Line, plying between Washington and Norfolk, was about a mile and a half from Old Point Wharf, Capt. Baldwin discovered a large steamer approaching. The usual signals were given to indicate the course, but no attention was apparently paid to them. Foreseeing a collision Capt. Baldwin gave another signal, stopped the *Excelsior*, and began backing her. The tug, which proved to be the *Fortune*, from the Navy-yard, came on at full speed, striking the *Excelsior* near the bow and cutting her down to the water's edge. The officer in charge of the *Fortune* asked if the *Excelsior* wanted assistance and was told to stand by, as the vessel was in a sinking condition. Capt. Baldwin at once put on all steam and headed for Hampton Bar, about half a mile distant, and fortunately reached it before she settled. She was run aground, and sunk in a few minutes. As soon as the crash of the collision was heard the officers of the *Tennessee*, *Vandalia*, and *Alliance*, which were anchored in the immediate vicinity, at once had boats lowered and put off to the sinking steamer, and assisted in bringing the passengers ashore, most of whom took the steamer for Baltimore at 7 o'clock. The *Excelsior* is a new steamer."

A LETTER to the New York Tribune, of Dec. 1, from Washington, is as follows: The trial trip of the new monitor *Miantonomoh* from the Delaware Breakwater to Norfolk as a test of her seagoing capacity, seems to excite some levity among naval officers, one of whom said to-day: "Such a trip as that under the circumstances will be no test at all, but it is as severe a test as the *Miantonomoh* could probably stand. The distance is 100 miles, and a fair day with a northwest breeze will be chosen for the trip. Of course, she will have a convoy to pick up the survivors in case of accident. When Higginson was ordered to command her a few weeks ago, and ordered steam to be got up and the big pumps to be started, they would not work a stroke. He sent for John Roach, who built the ship. Mr. Roach said he knew nothing about the pump, except that it was built in strict accordance with the specifications and instructions furnished by the Bureau of Steam Engineering of the Navy. The steam steering gear of the *Miantonomoh* is worked by four separate engines, or is designed to be so worked. Higginson has found that it takes just seven minutes to put over the helm and change the course of the ship, so that she would be virtually unmanageable in any case requiring that her course should be quickly changed. I suppose that she will be fixed up at the Norfolk yard and brought to Washington and exhibited, and her voyage trumpeted as a practical demonstration of the seagoing qualities of the big monitors when another big appropriation is wanted. The sending to sea of the *Montauk*, *Nantucket*, and *Passaic* was another part of the same scheme. All of these monitors saw sea service years ago and everybody knew just what they would do." "Are they good sea boats?" the officer was asked. "Oh, yes; they will float and live in a pretty heavy sea; but they are small boats. The officer in command of the *Nantucket*, I understand, reported after his recent cruise that he succeeded in getting a speed of four knots an hour out of that vessel, but that her boilers were too small for her engines and her engines too small for the ship. However, that does not matter much, for the ship is too small for larger boilers and machinery."

THE Norfolk Landmark, of Dec. 5, says: "Lieut. B. Mollvaine arrived here Sunday from New York, with a draft of men for the *Enterprise*. Lieut.-Commander C. H. Schelky came with a draft of sixteen men for the *Enterprise*, from League Island, Sunday. Lieut.-Commander C. H. Rockwell reported Dec. 4 for duty as executive officer of the *Franklin*. Thirteen minute guns were fired from the receiving ship *Franklin* Dec. 4, in memory of the late Robert H. Wyman, and the flags of the yard and ships were at half-mast."

COMMODORE Earl English has been nominated by the President as Chief of the Bureau of Equipment and Recruiting in the Navy Department.

LIST of officers registered at the Navy Department since Dec. 1: Commander Philip H. Cooper; Lieutenants Geo. W. Tyler and Sumner C. Paine; Pay Inspector T. T. Caswell; Paymasters A. S. Kenny and H. T. B. Harris; Passed Assistant Paymasters Wm. C. McGowan and J. N. Speel.

A DESPATCH from Chicago, Dec. 7, says: "The Government commission inspecting Navy-yards arrived here to-day and will leave for Florida to-morrow. A member of the commission stated that the Navy-yards thus far visited cost the Government about \$50,000,000 and would not sell for \$1,000,000."

THE vessels of the North Atlantic Station will leave Hampton Roads about Dec. 12 on their winter's cruise. They will cruise in company awhile for exercise. The Haytian and San Domingo ports are to be visited, and some of the Cuban ports. The flagship is expected to visit Aspinwall, taking one or two other vessels with her, and in turn will call there. The *Tennessee* may after awhile call at New Orleans.

NAVY GAZETTE.

ORDERED.

DEC. 4.—Rear-Admiral Aaron K. Hughes, to command the U. S. Naval Force, Pacific Station, per steamer of December 20 from Aspinwall.

Commander Nicoll Ludlow, to duty at the Midvale Steel Works at Nicetown, Philadelphia.

Commander William C. Wise to command the training ship Portsmouth.

Acting Carpenter Ellis W. Craig, to the training ship Saratoga.

DEC. 5.—Ensign David Daniels, to examination for promotion.

Passed Assistant Surgeon Lucien G. Henneberger, to duty at the Museum of Hygiene at Washington, D. C.

Passed Assistant Surgeon James H. Gaines, to duty at the Naval Hospital, Washington.

Cadet Engineer Edward H. Scribner, to examination for promotion.

Cadet Engineer Harold P. Norton, to special duty connected with the Advisory Board.

DEC. 6.—Commander Allen V. Reed, to command the *Alliance*.

Chief Engineer Wm. B. Brooks, to the *Tennessee*, and as Fleet Surgeon of the North Atlantic Station.

DEC. 7.—Surgeon Robert A. Marmion, to duty at the Marine Barracks, Washington.

DETACHED.

DEC. 2.—Passed Assistant Engineer Sidney L. Smith, from the Navy-yard, Boston, and granted leave of absence for one year.

DEC. 3.—Commander Edwin M. Shepard, from the command of the *Enterprise*, and placed on waiting orders.

Commander Albert S. Barker, from the command of the *Montauk*, and ordered to command the *Enterprise*.

Midshipman Theodore G. Dewey, from the receiving ship Wabash, and ordered to the *Kearsarge*.

Naval Cadet Robert P. Forshaw, from the *Kearsarge*, and granted leave of absence until May 1, 1883.

DEC. 4.—Rear-Admiral George B. Balch, from the command of the Pacific Station on the reporting of his relief, and ordered to return home and report arrival.

Commander Wm. B. Hoff, from the command of the training ship Portsmouth, and placed on waiting orders.

Lieutenant-Commander Marcus B. Buford and Lieutenant John S. Abbott, from the *Pensacola*, when Rear-Admiral Balch is relieved, and ordered to return home and wait orders.

Lieutenant Sidney H. May, from the Navy-yard, League Island, and ordered to the Fish Commission steamer Albatross.

Master A. C. Baker, and Midshipman Randolph H. Miner, from special work on the U. S. Fish Commission, and ordered to the Fish Commission steamer Albatross.

Carpenter Nathan H. Jenkins, from the *Saratoga*, and placed on waiting orders.

DEC. 5.—Commander James D. Graham, from the command of the *Passaic*, and placed on waiting orders.

Commander Henry L. Johnson, from the command of the *Nantucket*, and placed on waiting orders.

Lieutenant R. B. Peck, from the *Nantucket*, and ordered to the receiving ship Colorado.

Lieutenant Frank Courtis, from the *Montauk*, and ordered to equipment duty at the Navy-yard, Washington.

Lieutenant Perry Garst, from the *Passaic*, and ordered to the receiving ship Franklin.

Master Lucien Young, from the *Montauk*, and ordered to the *Kearsarge*.

Midshipman W. G. Richardson, from the *Montauk*, and ordered to the receiving ship Wabash.

Passed Assistant Paymaster O. C. Tiffany, from the *Passaic*, ordered to settle accounts, then wait orders.

Assistant Paymaster John S. Carpenter, from the *Montauk*, ordered to settle accounts, then wait orders.

Assistant Paymaster George W. Simpson, from the *Nantucket*, ordered to settle accounts, then wait orders.

Lieutenant Samuel P. Conley, Masters Moses L. Wood and Frederick H. Tyler, Assistant Surgeon Thomas C. Craig, Passed Assistant Engineer C. J. MacConnell, Assistant Engineer Frank W. Burlett, and Naval Cadets F. H. Conant and Wm. H. P. Oughton, from the *Nantucket*, and placed on waiting orders.

Lieutenant Edward A. Field, Ensign James H. Sears, Assistant Surgeon J. M. Edgar, Passed Assistant Engineer John A. Tobin, Assistant Engineer H. E. Frick, and Naval Cadets H. G. Leopold and O. C. Gasnater, from the *Montauk*, and placed on waiting orders.

Master N. R. Usher, Ensign Harry M. Hodges, Passed Assistant Surgeon Howard Smith, Assistant Engineer J. P. S. Lawrence, and Naval Cadets C. H. Matthews and James H. Pitts, from the *Passaic*, and placed on waiting orders.

DEC. 6.—Commander George H. Wadleigh, from the command of the *Alliance*, and placed on waiting orders.

Passed Assistant Surgeon P. A. Lovering, from the Naval Hospital, Washington, and placed on waiting orders.

Chief Engineer George W. Melville, from the late steamer Jeannette, and placed on special duty.

Assistant Engineer George E. Bard, from the *Passaic*, and placed on waiting orders.

DEC. 7.—Lieutenant Robert M. Berry, from command of the late steamer Rodgers, and ordered to the nautical school ship St. Mary's, at New York, on the 11th of December.

Passed Assistant Surgeon T. D. Myers, from duty at the Marine Barracks, Washington, and placed on waiting orders.

Chief Engineer Jackson McInnell, as Fleet Engineer of the North Atlantic Station, and placed on sick leave.

Chief Engineer Edwin Fithian, from duty at the Morgan Iron Works, New York, on the 13th of December, and granted leave of absence for one year, with permission to leave the United States.

PLACED ON THE RETIRED LIST.

Pay Director Edward C. Doran has been informed that he will be transferred to the retired list on the 25th of December, 1882. He is at present at Nice, France.

Chief Engineer Edwin Fithian will be placed on the retired list on the 13th of December, by reason of age.

RESIGNED.

Naval Cadet H. D. Clark, from December 2.

RETIRED.

Rear-Admiral George B. Balch has been informed that he will be transferred to the retired list on the 3d of January next.

LEAVE OF ABSENCE GRANTED.

To Passed Assistant S. A. Brown, for six months from December 2.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Surgeon-General, for the week ending Dec. 6, 1882:

Robert Harris Wyman, rear-admiral, December 2, Washington City.

James O. Abro, ordinary seaman, November 23, U. S. S. *Enterprise*.

Willie E. Wood, first-class boy, November 23, Naval Hospital, Brooklyn, N. Y.

NOMINATIONS.

Commodore Edmund R. Colhoun, a resident of California, to be a Rear-Admiral in the Navy from December 3, 1882, vice Rear-Admiral Johnston B. Creighton, retired, and Rear-Admiral Robert H. Wyman, deceased.

Master Horace P. McIntosh, a resident of Indiana, to be a Lieutenant in the Navy from October 22, 1882, vice Lieutenants Charles W. Christopher and Fletcher S. Bassett, retired.

Master Carlos G. Calkins, a resident of Ohio, to be a Lieutenant in the Navy from November 17, 1882, vice Lieutenant Alexander M. Thackara, resigned, and Lieutenant Elliott J. Arthur, retired.

Ensign David Daniels, a resident of Massachusetts, to be a Master in the Navy from November 17, 1882, vice Masters Horace P. McIntosh and Carlos G. Calkins, nominated for promotion.

Surgeon Edwin S. Bogert, a resident of New York, to be a Medical Inspector in the Navy from September 10, 1882, vice Medical Inspector Benjamin F. Gibbs, deceased.

Passed Assistant Surgeon John C. Wise, a resident of Virginia, to be a Surgeon in the Navy from September 10, 1882, vice Surgeon Edward S. Bogert, nominated for promotion.

Passed Assistant Surgeon John L. Neilson, a resident of Ohio, to be a Surgeon in the Navy from October 23, 1882, vice Surgeon Edmund C. Ver Meulen, retired.

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REVENUE MARINE.—The Revenue steamers Johnson,
Perry, Manhattan, and Bibb, stationed on the Lakes, have
been placed out of commission, and the following officers
detached therefrom: Lieuts. J. A. Slamm, Edmund Burke,
F. M. Dunwoody, T. W. Benham, W. F. Gilgore, E. C. Char-
tor, F. L. Rockwood, H. T. Blake, S. M. Crosley, P. W.
Thompson, and Engr. A. J. Howison. Lieut. J. C. Cant-
well has been assigned to the Woodbury, at Eastport; Engr.
H. C. Whitworth to steamer Grant, at New York; Engr. J.
T. Kelcher to Dallas, at Portland, Maine; Engr. Willis Po-
drack, to Hamilton, Philadelphia, Pa.

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U. S. ARMY AND NAVY JOURNAL.

PUBLISHED EVERY SATURDAY.

NEW YORK, SATURDAY, DECEMBER 9, 1882.

Office, No. 240 Broadway, New York.

SUBSCRIPTION, SIX DOLLARS A YEAR.

No attention is paid to anonymous communications, but the
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We should be very glad to learn from any of our subscribers of
any delay or failure to receive the JOURNAL, so that we may give
the matter our immediate attention.

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The reports of the Secretary of War and of the Sec-
retary of the Navy fill about twenty columns in this
number of the JOURNAL, and therefore we shall not
attempt to discuss them this week. The services will
be satisfied with them alone, and the important themes
for treatment to which they give rise can well wait for
discussion hereafter.

THE order transferring Colonel T. T. S. Laidley, Or-
dnance Department, U. S. A., from the command of the
Watertown arsenal, Mass., to that of the Picatinny
Powder Depot, at Dover, New Jersey, noted last
week, is followed by his retirement from active service
this week, at his own request, under the forty years'
clause of the retirement law. It has been well under-
stood in the Army that Colonel Laidley's relations with
the Chief of his Corps, were not altogether pleasant, and
he accepted the recent transfer order as a reflection upon
him to which he was disinclined to submit. He pre-
sented his protest, therefore, in the form of an applica-
tion to the President, to be retired "from a service
which, for forty years, he has delighted to honor." There
has been an unfriendly feeling existing between
General Benét and Colonel Laidley for some time, in
fact, ever since the former was promoted to be Chief of
Ordnance, over the latter's head. The recent trouble,
however, was caused by a letter from the Chief of Or-
dnance to Colonel Laidley, containing some suggestions
relative to business at the Watertown arsenal, which
Colonel Laidley replied to in terms not considered court-
eous. General Benét took offence at the letter and re-
ferred it to the Secretary of War, with a recommenda-
tion that Colonel Laidley be relieved from command of
the Watertown arsenal, which was done. Col. Laidley
was graduated from West Point in 1842, and during
the forty years of his service has unquestionably done
much useful work. His connection with the Ordnance
Manual of 1861, the machine for testing metals on a
large scale, and the Manual of Rifle Practice, for use in
the Army, have made him specially well known, not
only in his own corps, but throughout the Army and
among manufacturers, with whom he was also brought
in contact as President of the Board on Iron and Steel.

Colonel Laidley's retirement promotes Lieut. Colonel
T. G. Baylor to colonel, Major Alfred Mordecai to lieut-
enant colonel, Captain F. H. Phipps to major, and
Lieut. Rockwell to captain. Captain James H. Rol-
lins is disqualified for promotion by reason of illness.
The old names, which made for the Ordnance Corps its
reputation through two great wars, are rapidly dropping
out, and the corps is now essentially one of young men.
But there will probably be a great many gray-headed
captains and bald-headed majors in it before many
years.

THE retirement of Rear Admiral Creighton, Nov. 21,
1882, and the decease of Rear Admiral Wyman, Dec.
2, 1882, promotes Commodore Colhoun, Dec. 3, 1882.
During the year 1883, the following changes will occur
in the Navy in consequence of retirements: Commodore
Hopkins, retires Jan. 10, 1883, promotes Capt. Jouett,
Jan. 11, vice Colhoun and Hopkins. Rear Admiral
Balch, retires Jan. 3, 1883, and Rear Admiral Nichol-
son, March 10, 1883, which promotes Baldwin from
March 11, 1883. Rear Admiral Colhoun, retires May 6,
1883, and Rear Admiral Clitz, Dec. 1, 1883, which pro-
motes Commodore Shufeldt from Dec. 2, 1883. Com-

modore Rhind, retires Oct. 31, 1883. The promotion of Baldwin and the retirement of Rhind promotes Capt. T. S. Fillebrown from Nov. 1, 1883. The promotion of Jouett and Fillebrown promotes the 1st Commander on the list.

THE many friends of Mr. Felix A. Mathews, U. S. Consul General for Morocco, will regret to learn of the serious robbery committed in the Consulate at Tangiers, by which Mr. Mathews sustained great, and, in many respects, an irreparable loss. The consulate was broken into by natives, and the consular seals of office, jewelry, plate, and his large and rich numismatic collection, the result of years of labor, and one of the finest in the world, were carried off. The collection consisted of gold and silver ancient coins, inherited by his father, and added to by Mr. Mathews every day during the past thirty years. There were over 7,000 gold coins alone, Roman, Greek, Moorish, etc., and doubloons of Isabella and Ferdinand, of the Goths, of the Kings of Numidia and Mauritania; some of the most ancient were old even at the time of the birth of Christ. Through the energy of Mr. Mathews the robbers were caught and confessed their crime, but this helped little, as they had melted the precious coins and sold a greater portion of the metal. The loss to Mr. Mathews was over \$35,000, which did not include the plate and jewelry, and \$700 which he was entrusted with by an American, and which, of course, he was obliged to repay. The Moorish officials refuse all redress, and it is probable that the U. S. Government will call upon the Emperor's government to make a satisfactory arrangement in the matter, as it is apparent that its officials are sheltering the robbers and getting hold of the bullion. What adds a painful aspect to the situation, the salary of Mr. Mathews has been cut down from three to two thousand dollars a year, which is exactly one half of the amount received by the Spanish consul for table money, while his salary is \$8,000. The English consul general receives \$10,000, and \$3,000 for contingencies, besides \$3,000 each from Holland, Denmark and Austria. Even little Portugal pays its representative \$5,000 per annum, and \$1,500 for contingencies. Our consul is compelled, as far as he can, to maintain his position and support his family on \$2,000.

LAST week we briefly recounted a decision by the General of the Army that "Shelters from wind or weather should not be allowed in target practice under any circumstances." The decision was based upon a request for information, with reference to scores in the Nevada Trophy competition, not certified as required in G. O. 52 of 1882, as to whether scores made from such shelters from wind or weather as are sometimes erected upon rifle ranges are allowable in the practice firing for the qualifying scores of marksmen for the year 1882 and for places in Division and Department teams hereafter to be selected. The decision, it is presumed, will not be construed to apply where tents or other shelters are provided for marksmen when not actually firing or to prohibit indoor gallery and sheltered practice at the reduced targets furnished by the Ordnance Department. It is noticeable that some of the firing reported at 200 and 300 yards by Army marksmen suggests the possible use of shelters, or of ranges unusually well protected from high winds.

"UNLESS Congress is prepared to see the purpose of the Yellowstone National Park defeated," remarks the New York Evening Post, "it will give heed to what General Sheridan says about it in his report to the War Department. He says that a small body of troops will keep out the skin-hunters, and make the park a safe resort for the game now drifting toward it. This is manifestly the easiest way to police the Park, and confirms the view the Evening Post has already taken of the expedience of turning over its management to the Army."

NINE Rear-Admirals of our Navy have died this year, viz., Rodgers, Spots, and Wyman, on the active list, and Beaumont, Scott, Purviance, Poor, McDougal, and Strong, on the retired list. Commodore Eagle, retired, has also passed away. This is a mortality in the high rank greater than has ever before occurred in our Navy in a single year. It will reduce the cost of the retired list, so far as rear-admirals are concerned, from fifteen to twenty per cent., without any action of Congress. There are over twenty officers on the retired list over eighty years of age. No duty and some pay are manifestly conducive to longevity.

THE transit of Venus on December 6, was observed all over the world, with differing success at several points of observation. In the United States observa-

tions were taken at Washington, at the office of the Chief Signal Officer, with moderate success, as likewise at the office of the Nautical Almanac. At West Point a good observation was obtained by Prof. Bass, and also at the Naval Academy, Annapolis, by officers on duty there. At San Antonio, Cedar Keys, Fort Selden, N. M., the results were generally successful.

WASHINGTON NOTES.

The special feature of the Garfield Fair, at Washington, on Dec. 1, was the Military parade. The organizations present were 2d U. S. Art., the Signal Corps, Light Battery A, 2d Art.; Washington Light Infantry Corps, Union Veteran Corps, Co. A, 13th Regiment; National Guard of Pennsylvania from Scranton, Alexandria Light Infantry, St. John's Academy Cadet Corps of Alexandria; National Rifles, Butler Zouaves, Washington Cadet Corps, Capital City Guards, and Webster Rifles. After marching down Pennsylvania avenue to the Capitol, the troops were reviewed by General Sherman and staff at the east front of the Capitol. There were about 800 men in the column. After the parade a competitive drill took place.

The sub-committee on the appropriation bill for fortifications, consisting of Representatives Ketchum, Forney, and Ryan, expect to hold their first meeting the early part of next week. Gen. Benet will be asked to appear before the committee and give his views on various subjects relating to heavy ordnance. The committee have also decided to give a hearing to outside inventors. Mr. F. H. Mann, of Pittsburgh, will present his model and estimates for his new gun. Norman Wiard will also, it is understood, appear before the sub-committee. The special committee on heavy ordnance, Gen. Logan chairman, has not got together yet. A meeting has been called for next week.

The Court-martial of Surgeon Alfred M. Owen, U. S. N., has been holding daily sessions at the Washington Navy-yard since Tuesday. Testimony for the prosecution has about all been taken, and Surgeon Owen is now preparing his brief, which he will read to the court on Monday next. A number of officers and employees of the Pensacola Navy-yard will probably appear before the court next week and testify in Surgeon Owen's behalf.

The latest applicant mentioned by the gossip for the vacant Paymastership, is Lieut. Alexander Rodgers, 4th Cavalry, son of Admiral Rodgers, of the Navy. Nothing, however, is known at the War Department about whom the President intends to appoint.

The Board of Commissioners of the Soldiers' Home will hold its next meeting the last week in this month, when the successor to Col. Cogswell will be selected.

Senator Bayard, of Delaware, has had several consultations with the War Department officials this week with reference to the erection of the pedestal for the Dupont statue, and it is expected that Col. Rockwell, Superintendent of Public Buildings and Grounds, will begin the preparation of the grounds at a very early date. The plans for the statue have not been completed yet, but it is understood that it is to be of bronze, and the sculptor is to be Mr. Launt Thompson, of New York.

A Washington despatch to the New York Sun expresses great confidence that Secretary Chandler will be able to secure the increased appropriation he asks for to put our Navy into better condition.

A report by the Commissioner of Pensions gives the following statistics concerning the Army during the war:

Total number of enlistments.....	2,780,178
Number counted more than once by reason of re-enlistments.....	716,878
Actual individual enlistments.....	2,063,291
Living who have not applied for pensions.....	1,009,469
Living who have applied for pensions.....	458,553
Dead leaving pensionable relatives who have not applied for pensions.....	86,803
Dead leaving pensionable relatives who have applied.....	297,566
Dead leaving no pensionable relatives.....	220,000
Died during the war.....	804,369
Discharged for disability.....	285,545
In the service May 1, 1865.....	1,000,516

The rumor that a court-martial will be instituted to inquire into the conduct of Colonel Corbin and General Swain for using abusive language to Mrs. M. A. Butler of Washington is absurd. The following are the facts in the case: General Swain and Colonel Corbin were engaged at the Capitol on Monday at the Garfield Fair, when Mrs. Butler, the president of a woman's labor exchange of Washington, came into the room in which the officers were at work, and insisted upon taking possession of various articles left over from the Fair, which she said had been promised her Mission. The officers denied having made any such promise, and declined to allow the articles to be taken away. Mrs. Butler became very indignant, and quite a stormy scene occurred, she finally leaving, threatening vengeance against the officers. She has subsequently said that she intended to make complaints to the Secretary of War against the officers for using language to her of an insulting character, unbecoming an officer and a gentleman. Up to this time, however, the charges have not been preferred. Perhaps, if they are, General Swain will have referred to him for decision the question of what is language unbecoming, etc., in a case of this kind.

Red Cloud and one interpreter have received permission to visit Washington, Red Cloud wishing to lay before Secretary Teller his version of affairs at the Pine Ridge Agency, and to emphasize the charges preferred against Agent McGillivuddy.

Mr. J. Taylor Clarke, son of Gen. H. F. Clarke, U. S. A., was this week appointed by the President to the vacant Cadetship at large at West Point. Mr. Clarke may well congratulate himself on receiving this appointment, not alone from the mere fact of getting it, but that he was successful after having such a large number of influential applicants to compete with. There is as much influence brought to bear in the selection of Cadets at large as there is in selecting a Paymaster. This fills the list of Cadets at large, and in the ordinary course of things there will not be another vacancy until 1885.

Inspector General A. Baird has finished his labors in inquiring into the alleged irregularities concerning the beef contracts for the Soldier's Home at Washington, and is now engaged upon his report, which he will complete and submit to the Secretary of War in a few days. He declines to say what the result of his investigation will be, but says that a number of legal questions have sprung up which will have to be referred to the Department of Justice before anything can be done.

The Board of Education of the City of New York, have asked that Commander Edward M. Shepard be detailed to succeed Captain Henry Erben in command of the school-ship *St. Mary's*. The Secretary of the Navy was originally asked to detail Captain A. E. K. Benham, but as the Department had other plans concerning that officer, the request was waived. Incidentally the question has arisen as to the rights in the matter respectively of the Department and the Board of Education representing the City of New York. As the city provides the school ship and pays a salary to the officers detailed to her over and above their Navy pay, the Board holds that its preferences as to officers should control, while the Department is naturally unwilling to have its plans concerning the movements of Navy officers interfered with.

Gen. Drum issues this week a corrected roster to date of our military divisions, departments and posts, with distribution of troops, telegraph stations, nearest railroad stations or boat landings, etc. The roster arrives in good season, as it notes many recent changes in troops, names of posts, etc. [Gen. Ingalls also issues a most useful roster of the Quartermaster's Department.

The daily papers are constantly containing paragraphs about ill-feeling existing between Judge Advocate General Swain and the Secretary of War. The following is one of the latest:

The complications between the Secretary of War and Judge Advocate General Swain are as far from settlement as ever, notwithstanding statements to the contrary, the latest being relative to the transfer of an officer from one branch of the service to another. Secretary Lincoln decided that it would be illegal to authorize the change, and the friends of the interested party laid the matter before Gen. Swain. The latter, after consulting all the authorities, declared that the subject was optional with the Secretary, and that a law had no bearing on the case. The controversy is not yet decided, although the Secretary assumed the responsibility of sending the officer in question to an obscure post.

Gen. Swain when asked about this said he had never had such a question referred to him, nor could he surmise the object the writer had in concocting such a story unless it was to involve him in a difficulty with the Secretary. He said that the relations between himself and Secretary Lincoln were of the most friendly character, although they have differed occasionally on questions of law. He frequently calls on the Secretary and is always treated with the utmost courtesy.

The House Military Committee held its first meeting for the week on Thursday. The Chairman was absent, but a quorum of the other members were present and it was decided to ask the Chairman to appoint a sub-committee of three to visit the Soldiers' Home at Hampton Roads, Va., and investigate the charges of mismanagement. The sub-committee will be appointed at the next meeting. The Chairman of the Senate Committee on Military Affairs has issued a call for a meeting of the Committee on Friday, for the purpose, it is understood, of considering the army nominations sent in this week. The opposition to Generals Pope and Mackenzie is said to be pretty strong, and the fight is expected to be lively and close. Their opponents are already at work. General Mackenzie is in Washington and will, of course, not leave any stones unturned which would likely bar his way towards confirmation. The friends of General Pope are also on the lookout for him, although they say they have no great apprehension concerning his confirmation.

The naval committees have not had a meeting this week, and probably will not have until next week, when they will only meet to organize and map out work for the session.

Secretary Teller, of the Interior Department, has addressed to Hon. Hiram Price, Commissioner of Indian Affairs, a letter urging that the Indian sun dance, scalp dance, war dance etc., should be discontinued by compulsion on the part of the Indian agent, as intended and calculated to stimulate the warlike passions of the young warriors of the tribe, who are incited to emulate the wicked conduct of their elders without a thought that in so doing they violate the law, but on the contrary with the conviction that in so doing they are securing for themselves an enduring and deserved fame among their people. Mr. Teller also advises that some system of marriage should be adopted, and the Indian compelled to conform to it, and instructed that it is his duty to support not only his wife but his children. Steps should also be adopted to compel those impostors, the medicine men, to abandon and discontinue their practices, which are not only without benefit to the Indians, but injurious to them. The Indians should also be encouraged to acquire property "I therefore suggest," says Mr. Teller, "whether it is

not practicable to formulate certain rules for the government of the Indians on the reservation that shall restrict and ultimately abolish the practices I have mentioned. I am not ignorant of the difficulties that will be encountered in this effort; yet I believe in all the tribes there will be found many Indians who will aid the Government in its efforts to abolish rites and customs so injurious to the Indians and so contrary to the civilization that they earnestly desire."

The Second Auditor of the Treasury suggests that the law be so amended that mileage shall not be paid to officers travelling on free passes. The Auditor's remarks are as follows: Under section 1,973 of the Revised Statutes, as amended by the act of July 26, 1876 (19 Stat. 100), officers of the army travelling under orders, without troops, are allowed eight cents per mile, provided they have not been furnished with transportation in kind by the United States. I suggest that the law be further amended so that mileage shall not be allowed when an officer travels on a free pass. Officers of the Treasury and Interior Departments, and I presume, of all other executive departments, who present accounts for travelling expenses, are required to make affidavit that "no part of the travel has been under any free pass on any railway, steamboat or other conveyance." It is neither just nor reasonable that officers of the army should be paid eight cents per mile while travelling on free passes. In such cases they should be placed on an equality with the civil officers of the United States, and should be reimbursed to the extent of their actual and necessary expenses and no more. In analogy to what is demanded under oath from Treasury and Interior Department officials, army officers should be required to certify on honor that charges for travelling expenses were actually paid or incurred and that no part of the travel for which they claim mileage was made on a free pass on any railway, steamboat or other conveyance.

RECENT DEATHS.

REAR-ADMIRAL R. H. WYMAN, U. S. N.

Last week the Navy was called upon to mourn the loss of two distinguished officers on the retired list. This week one of its most distinguished officers on the active list has passed away. On Friday last, Rear Adm. R. H. Wyman was stricken severely with paralysis, at Washington, from the effects of which he died early on the morning of Dec. 2. The deceased admiral had been in active service for more than forty-five years. He was born in New Hampshire, from which State he was appointed a midshipman March 11, 1837. He made voyages to Brazil and the East Indies on various Government ships in 1837-42, and he was stationed at the Naval School in Philadelphia in 1842-3. In June, 1843, he was promoted to Passed Midshipman, and for the next three years he cruised in South American waters on the schooner *Onkage*, the brig *Perry*, and the frigate *Brandywine*. Subsequently he served in the Gulf during the Mexican war on the ships *Princeton*, *Porpoise* and *Albatross*. After the close of the war Midshipman Wyman went to the Observatory at Washington, where he remained about one year, and afterward he served on the receiving ship at Boston. He was commissioned a Lieutenant July 16, 1850, and cruised on various ships in the India squadron. After the war of the Rebellion broke out he was placed in command of the *Panama*, in the South Atlantic blockading squadron. He participated in the engagement at Port Royal, and commanded the Potomac flotilla in 1862. In July of that year he was commissioned as Commander, and during the two years following he commanded the steamer *Sonoma*, in James River, and the *Wachusett* and *Santiago de Cuba*, of the West India squadron. In 1865-7 he commanded the steam frigate *Colorado*, the flagship of the European squadron. His commission as Captain was given him July 25, 1866, and the following year he was placed in command of the sloop *Ticonderoga*, which position he retained until the Fall of 1869. He was commissioned Commodore July 19, 1872, and for nearly eight years from 1871 he had charge of the Hydrographic Office in Washington.

Commodore Wyman was promoted to be a Rear Admiral April 26, 1876, and was soon after given the command of the North Atlantic squadron. Up to the 1st of January last he had seen 23 years and 5 months of sea service and 19 years of shore duty. In point of rank he stood fifth among Rear Admirals.

The funeral took place from St. John's Church, Washington, Monday, December 4, and was attended by most of the Army and Navy officers in Washington and by a host of mourning friends. A battalion of marines, headed by the marine band, a detachment of sailors from the Navy-yard, and by direction of General Sherman two batteries of the 2d U. S. Artillery, under command of Major Langdon, participated in the funeral ceremonies. The pall bearers were Rear Admirals Andrew Bryson, D. McNeill Fairfax, and Thomas H. Stevens, Commodore Earl English, Surgeon General P. S. Wales, Col. Charles G. McCawley, Marine Corps, and Gen. O. M. Poe and J. C. Tidball, of Gen. Sherman's staff. After solemn service, at which the President and Cabinet were present, the remains were borne to the hearse by six sailors, and, accompanied by the pall bearers and a throng of other friends, were carried to Oak Hill Cemetery for interment.

The Nevada Transcript says: Thomas Griffiths, of Grass Valley, has received a letter from General Hatch, commanding at Fort Custer, detailing the manner in which his son, Lieut. Griffiths, came to his death on the 30th of October. The letter states that the lieutenant was out with a party of soldiers repairing the military telegraph line; that he was riding on horseback, and had dropped behind the wagons to examine a telegraph pole, and that shortly after the horse came galloping past, dragging Griffiths, whose leg was entangled in the rein and halter strap. After running three-fourths of a mile the horse stopped from sheer exhaustion. Lieut. Griffiths was found to be quite dead, the clothing being almost stripped from the body and the skull crushed by kicks of the horse. Gen. Hatch's theory of the accident is that the lieutenant attempted to pick up his hat from the

ground without dismounting, and that the saddle turned or the horse shied, and that the officer fell off, his leg becoming entangled in the rein, which caused the animal to take fright and kick with fatal effect.

GEN. GEORGE C. THOMAS.

General George C. Thomas, formerly of the Regular Army died at Georgetown, D. C., December 2, in the 72d year of his age. He was a native of New Jersey, entered the Military Academy in 1832, was graduated July 1, 1836, and promoted on that date Brevet 2d Lieutenant, 14th U. S. Artillery; 2d Lieutenant, August 15, 1836, and 1st Lieutenant, August 6, 1838. He resigned January 31, 1842. He served in the operations in the Creek Nation in 1836, and also in the Florida war in 1836-7. During the following year he was engaged in the removal of the Cherokees to the West, in garrison at Fort Columbus, New York, and again in the Florida war. During 1839-40, he served on the northern frontier during the Canadian border disturbances, on the expedition to collect the Pottawatomie Indians for emigration, at various posts in Michigan, and at Fort Niagara, New York. After his resignation until 1858 he was an attorney and claim agent in Washington. He was then appointed to a clerkship in the U. S. Quartermaster's Department, which he held two years, when he was transferred to the Engineer Department. When the war broke out he offered his services to President Lincoln, by whom he was appointed Major General of the Militia of the District of Columbia. General Thomas continued in command of this Militia until the close of the rebellion, when he became a clerk in the Quartermaster General's office in Washington.

This report of the officers who went to Columbia, S. C., for the purpose of accompanying the remains of the late Rear Admiral James H. Strong to the place designated by the family for their interment is as follows:

WASHINGTON, D. C., Dec. 1, 1882.

Hon. William E. Chandler, Secretary of the Navy:

Sir: We have the honor to report that, in obedience to your order of the 28th ult. to proceed to Columbia, S. C., for the purpose of accompanying the remains of Rear Admiral James H. Strong to Newburgh, N. Y., or such place as may be determined by the family of the deceased, we arrived at Columbia on the evening of the 29th, and found every preparation made for the removal of the remains to this place, where it was the desire of Mrs. Strong they should be temporarily deposited at Oak Hill Cemetery until arrangements could be perfected for sepulture.

It is our pleasant duty to state that the distinguished officials and citizens of South Carolina at Columbia showed sympathetic and friendly attentions to the memory of the deceased and to Mrs. Strong, to whom they had endeared themselves by their noble qualities. It was a touching sight to see the Governor, His Excellency, Mr. Hazard; the Governor-elect, Mr. Thompson; ex-Governor Bonham, the Secretary of State, Col. Simms; State Treasurer, Colonel Richardson; the Chief Justice, the Attorney General, Colonel Haskell, Colonel Pierce, and many other distinguished officials and private citizens, including Dr. Taylor, Dr. Bates and the Rev. Dr. Judd, who personally conveyed the casket from the parlor of the Grand Central Hotel on the second floor to the hearse, who joined in the procession to the railroad depot, and there again transferred the remains to the train.

We are, etc.,

J. L. DAVIS, Commander U. S. N.
E. M. BERRY, Lieut. U. S. N.

We inadvertently followed the error of the daily papers in referring to Gen. Tyler as the oldest living graduate of the Military Academy. This is an error. There are two senior to Gen. Tyler, viz., Andrew Talcott, class of 1813, now living at No. 234 North Carey street, Baltimore, and Judge Joshua Baker, class of 1819, the same as that of Tyler, who graduated above Gen. Tyler, standing No. 10 and Gen. Tyler No. 14. Capt. Talcott, who graduated No. 2, has since his resignation in 1836 been employed in engineering work. Judge Baker was at last accounts a sugar planter at New Iberia, La.

MR. SAMUEL REMINGTON, President of the Gun Manufactory of E. Remington and Sons, died at his residence, No. 18 East Fifty-seventh street, New York, December 1. He was born in Ilion, Herkimer county, N. Y., and was 65 years old. The company of which Mr. Remington was the president did a large business, and filled many large contracts. Many thousand arms were furnished to the Turkish government in the war with Russia. Besides this, it manufactured most of the type-writers in this country. Mr. Remington, besides his brown stone front house at No. 18 East Fifty-seventh street, had a beautiful residence at Ilion, N. Y., where he spent a large portion of every summer. He had amassed a large fortune in his business. Mr. Remington leaves a widow, three sons, and a daughter. The funeral took place at 2 p. m. Sunday, December 3, and was attended by a large concourse of relatives and friends.

REAR ADMIRAL STANLEY.

ANOTHER distinguished officer of the Navy has passed away, Rear-Admiral Fabius Stanley, on the retired list, who died at his residence, 1701 Rhode Island avenue, Washington, on Tuesday evening, Dec. 5, in his 67th year. He was born at Newbern, N. C., Dec. 15, 1815, and was the son of the Honorable John Stanley. He was appointed a midshipman in 1831, and served in the frigate *Constellation*, in the Mediterranean, in 1832-4. He afterward served in the *Hudson*, *Concord*, *Warren*, *Consort*, *Palmouth*, Pacific Ocean, Delaware, and Brazil till 1843. He was commissioned as a Lieutenant in 1841, commanded the sloop *Warren* in 1854, was executive officer of the Mare Island Navy-yard in 1855, and commanded several vessels during the war of the rebellion. In the Mexican war he was in a number of actions, and conducted himself and managed his men with great skill and bravery. In the early days of the rebellion he was on the Pacific coast of Mexico, and he received the thanks of

the State and Navy Departments for his valuable services. He was commissioned Commodore June, 1870, Rear-Admiral Feb. 12, 1874, and retired June 4, 1874.

The funeral, on Thursday, Dec. 7, in accordance with the wishes of the family, was private, and the remains were taken to the Oak Hill Cemetery for interment.

CHAPLAINS AND COURTS-MARTIAL.

December 4.

To the Editor of the Army and Navy Journal:

S. O. 236, Department Missouri, of Nov. 30 details Chaplain J. B. McCleery, U. S. A., member of a General Court-martial at the Leavenworth Military Prison. In War Department Letter of May 13, 1875, the Secretary of War says he "most decidedly disapproves the detail of chaplains as members of courts-martial." Why is this thus?

JAIL BIRD.

(We are unable to say. Secretaries do not agree, any more than other people, and Secretary Lincoln may take a different view of the matter from the Secretary of 1875. We believe there is no law forbidding the detail.—Ed. JOURNAL.)

TORPEDO PRACTICE AT HONOLULU.

Our officers on the *Alaska* were given an opportunity for a lot of torpedo practice recently, October 23. The U. S. Minister Resident at the Sandwich Islands, Mr. Daggett, received from the Hawaiian Minister for Foreign Affairs a request that the Commander of the United States ship in the harbor should blow out the bows of a wrecked vessel so as to admit the egress of its fermenting cargo of wheat, which endangered the health of the town. The result is told in the letter which follows:

U. S. S. ALASKA, HONOLULU, H. I., Oct. 24, 1882.

Captain G. E. Belknap, Comdg. U. S. S. Alaska:

Sir: In obedience to your verbal orders of yesterday, to place and explode torpedoes under the bow and quarters of the wreck *Niagara*, now aground on the reef off this port, I respectfully submit the following report:

About 10 A. M. of this day I placed a 100 lb. torpedo under the port quarter of the wreck and blew a hole there about 6 feet in diameter, in the following manner: A 100 lb. torpedo-sleeve was lashed in the usual way to the end of a boat torpedo spar (one of the steam cutters' spars), and a torpedo filled and fused secured thereto. When alongside the wreck, the spar having the torpedo attached was hung from the rail of the wreck over the quarter, by a rope bent to the spar ten feet from its inner end (the torpedo end), two guys were then made fast to its outer end, to which was also attached two sounding shot, weighing together 112 lbs.

The spar was then lowered until the torpedo had an immersion of 16 feet and extending 10 feet under the quarter of the wreck; the sounding shot at the outer end of the spar pressing the torpedo hard against the vessel's bottom, and the two guys, one leading forward and one aft, keeping the spar in position at the desired angle, viz., as nearly as possible at a right angle to the curve of the quarter at the point where the torpedo was placed, and forming with the water surface an angle of 45 deg.

In the afternoon (about 5 P. M.) I exploded a 100 lb. torpedo under the port bow in the way above described (the torpedo having the same immersion), and blew a hole in the bow about 8 feet in diameter, through which, and the one under the quarter, the water circulates freely.

The spar was slightly damaged by the first explosion, but was broken and split nearly its whole length by the second.

Both torpedoes were fired from the steam outfit through three hundred feet of leading wire, using the earth circuit for the return current, and a Farmer's A machine as a generator. After placing the second torpedo the circuit was tested and found complete, but on closing the firing circuit no explosion followed. The torpedo was then hauled up on board the wreck and carefully examined; everything was found in proper condition, and I concluded that the fault was in the fuse. A new fuse was inserted and the torpedo was replaced under the bow, after which it was exploded without difficulty.

My first impression was that the fuse itself was short circuited, but on my return to the ship it was fired through a wire circuit of about 40 feet, and a failure to fire at first was, therefore, due to some other defect in the fuse, probably too great resistance or an imperfect joint of the bridge with the fuse wire.

THOS. NELSON, Lieut.-Commander.

(Correspondence of the Army and Navy Journal.)

BROOKLYN NAVY-YARD.

The *Nantuxet* has arrived at the yard and been given a winter berth at the Ordnance Dock.

On Monday afternoon the Pitch House near the Dry Dock accidentally caught fire, but owing to the promptness of the Fire Department very little damage was done. A board has been ordered to investigate the cause. Comdr. W. H. Watling, President, and Civil Engineer F. C. Prindle and Asst. Naval Constructor J. B. Hoover members.

The *Minnesota* is expected up to the yard shortly to remain for the winter and receive such repairs as are absolutely necessary.

A large number of employees have been discharged from the Steam Engineering Dept. in consequence of the small allowance of money for December.

The only work now being done is the repairing and re-building of the *Treson*, and it will be some time before she is ready to be taken out of dock.

Engineer-in-Chief Keating, of Halifax, N. S., and P. A. Paymaster W. C. McGowan were visiting the yard during the early part of the week.

Lieut. W. H. Jacques has been ordered to temporary duty at the Navy Department.

ARMY ORDERS TOO LATE FOR CLASSIFICATION.

1st Lieut. John F. Mount, 3d U. S. Artillery, is transferred from Light Battery F to Battery G, vice 1st Lieut. Charles Humphreys from Battery G to Light Battery F (S. O. W. D., Dec. 7.)

The sick leave of Capt. George Shorkley, 15th U. S. Infantry, is extended eleven months (S. O. W. D., Dec. 7.)

Capt. R. G. Howell, 2d U. S. Artillery, is transferred from Battery L to Battery D, vice Capt. H. G. Litchfield from Battery D to Battery L (S. O. W. D., Dec. 7.)

Leave of absence one month to 1st Lieut. M. O'Brien, 4th U. S. Artillery, Fort Warren Mass. (S. O. 225, D. E., Dec.

Shot-Guns.—The Chief of Ordnance states that Springfield breech-loading shot-guns, and outfit for the same, are now being manufactured, and that the intention is to issue them to all troops stationed west of the Mississippi River, and probably not later than February next. (Letters C. of O., Nov. 16, 1882.)

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
WASHINGTON, November 29, 1882.

To the President:

Sir: The available cruising war vessels of the Navy are: One first rate, the Tennessee, of 4,840 tons displacement; fourteen second rates, the Trenton, Lancaster, Brooklyn, Pensacola, Richmond, Hartford, Alaska, Omaha, Lackawanna, Ticonderoga, Vandalia, Monongahela, Shenandoah, and Powhatan, varying in displacement from 2,100 to 4,000 tons; and twenty-third rates, the Juniata, Osage, Quinebaug, Swatara, Galena, Marion, Mohican, Iroquois, Wachusett, Wyoming, Tuscarora, Kearsarge, Adams, Alliance, Essex, Enterprise, Nipsic, Yantic, Ashuelot, Monocacy, Alert, and Hanger, varying in displacement from 900 to 1,900 tons; making in all thirty-seven.

The last four, of less than 1,400 tons displacement, have iron hulls; all the others are built of wood.

These vessels are creditable in their appearance, commodious in their quarters for officers and seamen, well adapted for ordinary naval exercises, and useful for displaying the national flag upon the seas and in the harbors of the commercial world. But they are of low speed; their engines are not modern, only fourteen being compound; and their steaming, manœuvring, and destructive powers are inferior to those of the present war ships of other navies. It is not the policy of the United States Government to maintain a large navy, but its reputation, honor, and prosperity require that such naval vessels as it possesses should be the best which human ingenuity can devise and modern artifice can construct. Our present vessels are not such, and cannot be made such. They should be gradually replaced by new iron or steel cruisers, and allowed to go out of commission. The naval appropriation act of August 5, 1882, provides that no repairs shall be made "of any wooden ship where the estimated cost of such repairs shall exceed thirty per centum of the estimated cost of a new ship of the same size and like material." This wise provision should be adhered to in future appropriations, and the limitation of repairs fixed at twenty per cent, or less. The present wooden ships should receive only such moderate repairs as will enable them to serve the purposes of the Government until a new modern navy shall, without undue haste and with due economy, be constructed, which will fully represent the power and protect the interests and honor of the nation.

Armored Vessels.

The available armored vessels are: Thirteen fourth rates, the single-turreted monitors Ajax, Oconee, Camanche, Catakill, Jason, Lehigh, Mahopaz, Manhattan, Montauk, Nahant, Nantucket, Passaic, and Wyandotte, varying in displacement from 1,800 to 2,100 tons.

These monitors were built in 1862 and 1863; have no speed; carry each two large smooth bore guns of small power and short range; and have been mostly laid up, since their use in the late war. As they are our only vessels for harbor defense they have not yet been broken up, and during the past summer three have been repaired, placed in commission, and put in motion—the Montauk in the Delaware River, the Nantucket in the Hudson River, and the Passaic at and near Hampton Roads, with indifferent results.

Ordnance.

The guns of the Navy are—

- 2,233 smooth-bore muzzle-loading cannon of various calibres.
- 77 Parrott muzzle-loading 40-pound rifles.
- 267 similar 80-pound rifles.
- 51 muzzle-loading 180-pound converted rifles.
- 25 breech-loading 40-pound converted rifles, and
- 10 breech-loading 80-pound converted rifles.

The eighty-seven converted rifles have fair power, and may be considered useful for the present. The Parrott rifles were made during and immediately after the rebellion; they might in an emergency serve a subordinate purpose as part of our armament, but are in no real sense suited to the needs of the present day. The smooth bore guns are incapable of contending with rifled guns throwing one-half their weight of shot.

With not one modern high powered cannon in the Navy, and with only 87 guns worth retaining the importance of action for the procurement of naval ordnance seems apparent, if the Navy is to longer survive.

Officers and Seamen.

To command and handle thirty-one such ships and 264 such guns, now afloat, the naval establishment sustained on July 1 the following officers, seamen, and apprentices:

937 officers, then on sea duty receiving an annual pay of.....	\$1,880,900
644 on shore duty and other duty (omitting cadets at the Academy), receiving.....	1,568,200
226 waiting orders and receiving.....	376,300
(being 1,817 officers in all, receiving \$3,825,400.)	
7,074 seamen, receiving.....	2,179,096
950 apprentices, receiving.....	162,566
While there were also 801 officers on the retired list, receiving.....	703,180
To these should be added:	
77 officers of the Marine Corps, receiving.....	174,040
90 non-commissioned officers and musicians, and 1,500 privates, receiving.....	389,052
13 officers on the retired list, receiving.....	25,858
Making the total annual pay of the Navy and Marine Corps.....	7,440,182

The enormous disproportion of 1,817 naval officers to thirty-one vessels in commission, being 59 officers to each ship, and one officer to every five seamen, with the possibility of the addition each year to the Navy of 50 cadet midshipmen from one-sixth the congressional districts in the country, and of 25 cadet engineers, induced Congress, at the last session, to prohibit the increase of the naval officers, and to direct a slight gradual reduction. The act of August 5, 1882, provided that thereafter no appointments in the Navy from graduates of the Naval Academy should be made except to fill vacancies; that no promotions should be made in the principal staff corps until the Medical Corps should be reduced 10, the Pay Corps 30, and the Engineer Corps 100, and that only one-half the vacancies in the line above the grade of midshipman should be filled by promotion, until there should be a reduction of 4 rear-admirals, 15 commodores, 5 captains, 5 commanders, 6 lieutenant-commanders, 30 lieutenants, 25 masters, and 25 ensigns.

This reduction of 149 staff and 115 line officers by the gradual process of leaving vacancies unfilled works no real injustice to a single naval officer. The reduced number of 1,562 officers will be amply sufficient for all the necessities of service, even if the cruising vessels of the Navy should be doubled. The reduction provided for by the statute should be insisted upon, and it is worthy of consideration whether a still further reduction, by abolishing the grade of master and reducing the number of lieutenants to 225, may not be made without injury to the service and with profit to the Government. If the grade of master is retained the name should be changed to sub-lieutenant.

The necessity of any further reduction of the naval officers might be obviated by extending the sphere of their active employment. The situation and policy of the United States make it improbable that the country will soon or often be

engaged in naval warfare. The opportunities for naval officers to practice the art of actual war are remote. Yet the national safety depends upon maintaining, instructing, disciplining, and practicing at all times a reasonable naval force. To this end the officers and seamen of the Navy should perform all the work required for the purposes of the national Government upon or in direct connection with the ocean. This clear and salutary principle should be deliberately adopted and effectually enforced in all proper methods by the national Congress; and, if it should be thus fully recognized and applied in all practicable ways, it would vastly invigorate, improve, and strengthen the Navy, without increased expense to the Government, but, on the contrary, with results of positive economy.

The efficiency of the naval service will be promoted by altering the present unvarying law of promotion by seniority and allowing all promotions to the grade of rear admiral to be made by selection from the commodores or captains. The mode of selection might wisely be prescribed and regulated by law. The grade of commodore is unnecessary, and should be abolished by omitting to fill vacancies as they happen; and, if not so abolished, all promotions to this grade should be made by selection from the captains.

Favoritism in the Navy.

Military administration should be controlled by neither personal, social nor political motives. The orders to every naval officer should be determined after, first, a consideration of the public interests, and secondly, an impartial comparison of the record and services of the officer with those of other officers of like grade. If unjust orders are issued, the officer can freely state the injustice directly to the Secretary, asking a reconsideration, and his representation will have due and candid consideration. The interference of others, if to secure only what is right, is unnecessary; if to accomplish what is wrong, is intolerable. An officer who will procure or knowingly allow such undue interference may be charged with unbecoming conduct. Nevertheless, the practice has prevailed of soliciting and procuring favoritism for officers, by such devices and with such pertinacity and influence as to create a system of resistance to which may make unenviable the position of the head of the department. But if it is allowed to continue, the naval service will eventually become fatally demoralized. The effort will be made to order the detail of officers of the Navy with as much justice and impartiality as the lot of humanity will admit.

Navy Yards.

During the rebellion the facilities of the navy yards for building and repairing ships were taxed to the utmost, and were naturally enlarged and extended to meet the pressing requirements of the moment. The result is that we now have seven large yards in full and expensive operation, at Portsmouth, N. H., Boston, New York, League Island (Philadelphia), Washington, Norfolk, and Mare Island, Cal.; one other, less used, at Pensacola, Florida, on which large sums have been expended; and one in embryo at New London, Conn.; with additional naval stations at Key West, Fla., New Orleans, La., Sackett's Harbor, N. Y., Mound City, Ill., and Port Royal, S. C.

The eight working yards cover 2,498 acres; have commodious and costly docks, immense workshops and storehouses, numerous dwellings, barracks and stables, and heavy and expensive machinery and tools for the construction and repair of ships, and the manufacture of ordnance, cordage, clothing, and all the equipments of vessels.

The total cost of permanent improvements and repairs, including the sites, at these yards, from their establishment to June 30, 1882, was \$54,227,772.67.

The total expenditures under the Bureau of Yards and Docks for the fifteen years ending June 30, 1882, were \$23,945,176.80.

The total expenditures under all bureaus, 1877 to 1881, (excluding Mare Island), were \$11,933,974.15.

The following statement shows the number of naval officers, seamen and marines, and of civil employees and workmen engaged at the Navy-yards on the 16th day of November, 1882, with the compensation paid the employees and workmen on that day, and what work was then in progress on ships of war:

Commissioned and warrant officers, \$26.	
Enlisted men and marines, 2,501.	
Employees other than ordinary mechanics and working-men, 637.	
Pay-roll Nov. 16, \$2,179.72.	
All other employees, 3,805.	
Pay-roll Nov. 16, \$9,139.66.	
Total employees, 4,442.	
Total pay-roll Nov. 16, \$11,319.37.	

It is clear that these eight Navy-yards, involving so large an investment of original capital and such extravagant expenditures for maintaining them and doing work therein, will not be required by any present or prospective wants of the country. Whether we are to maintain an obsolete wooden Navy or to construct new modern iron or steel warships, no such number and extent of Navy-yards will be needed. No advocate of a stronger and better Navy urges the construction of many ships or the maintenance of a large fleet. Upon any view, the magnitude of our present Navy-yards is grossly out of proportion to the use to be made of them under any system of construction and repair of vessels or with any naval fleet likely to be built or maintained.

The problem thus presented, what is to be done with the Navy-yards, is not easy of immediate solution. If new iron and steel ships are to be built or repaired in any of them, essential changes and expensive additions must be made. It is not probable that for this purpose more than two or three yards need be fitted up as complete modern naval workshops. But it is impossible now to decide what yards should be thus specially selected. It is also by no means clear that every other yard will not be wanted, if not for the construction or repair of vessels, yet to be used as a naval station and arsenal for war material for the Navy. At the harbors of Boston and New York this Government should not be without a pier or landing-place of its own at which its naval vessels can touch, nor wholly dependent upon private facilities. Any hasty discontinuance and sale of any of our yards will result in low prices, while if subsequent purchases of naval stations in the same harbors become necessary, the cost will be so great that the Government will find itself a large loser at the end of the process of sale and repurchase, by each of which land-speculators alone will have profited.

To aid in deciding this difficult question, Congress in the act of August 5, 1882, directed the Secretary of the Navy to appoint a Commission to consider and report whether it is advisable to sell any of the Navy-yards, and if so, which; and to report also certain facts, and their opinions thereon, bearing upon the question of sale or retention. This commission was appointed October 9, 1882, consisting of Commodore S. B. Lucie, Chief-Engineer Charles H. Loring, and A. B. Mallett, Esq., and they are actively engaged in the investigation necessary to enable them to perform the duties imposed by Congress.

The immediate duty of the Government with reference to the management of the Navy-yards is, however, not doubtful. The expenses of maintaining them and of preserving the public property therein should be reduced to

the lowest possible amounts; all unnecessary work should be discontinued, and all employees not needed should be dismissed. Progress in this direction has been commenced, in consequence of the clause in the act of August 5, 1882, authorizing the Secretary to close some of the yards rather than make any deficiency for their maintenance or for their civil establishment. A considerable reduction of the civil employees paid from the appropriations for those purposes has been accomplished, and more discharges are contemplated and will be made, in accordance with the intention of the act that no person should be employed and that no work should be done except for the advantage of the Service and with economy to the Government. But it has not yet been found necessary to close any Navy-yard under the authority given by Congress.

It is feasible to reduce the expenses of maintaining the Navy-yards to very low amounts by making the utmost possible use of the officers and men of the Navy and of the Marine Corps. No valid reason can be assigned why this policy should not be adopted. The force of naval officers must be maintained and paid, and a surplus of officers hold commissions and are subject to orders to any honorable duty, while the employment of any civilians may be terminated at the pleasure of the Government. The latter will, undoubtedly, by obvious methods, endeavor to place obstructions in the way of the action proposed, but it should be taken and persisted in, because required for an economical administration of the naval establishment.

The second section of the act of August 5, 1882, for the purpose of relieving the Navy-yards from the accumulations of old and unserviceable material, directed an account to be taken of all stores and supplies belonging to the bureaus of the Navy Department, and appraisements to be made thereof by Boards of Naval officers, and authorized the sale at public auction of all such stores and supplies as might be found unserviceable, and of all old material that could not be profitably used, the net proceeds of all sales to be paid into the Treasury. These Boards were seasonably appointed, and are now engaged in their work, but no sales have yet been made.

The same section directs the Secretary of the Navy to appoint Inspection Boards to examine all the vessels of the Navy, and report which are unfit for further service, or, if the same are unfinished in any Navy-yard, those which cannot be finished without great and disproportionate expense; and to state in their report fully the grounds and reasons for their opinion; and the Secretary is directed, if he shall concur in opinion with said report, to strike the name of such condemned vessels from the Navy register, and to report the same to Congress.

In pursuance of this law, a special Board, consisting of Captains John Irwin, C. B. Norton, and A. P. Cooke, Naval Constructors George W. Mich, and Chief Engineer H. B. Davis, was appointed at San Francisco, which has examined and made report concerning the vessels of the Mare Island Navy-yard.

The principal Inspection Board consists of Commodore A. A. Sommers, Medical Director A. L. Gilson, Capt. R. W. Mesade, Commander H. L. Howison, Chief Engineer J. W. Thomson, Jr., and Naval Constructor Edward Hart. The Board is diligently performing its functions under the supervision of the Admiral of the Navy, and has examined the vessels at Portsmouth, Boston, Newport, New London, Sackett's Harbor, Erie, and Washington, and action will probably be taken upon some of its reports before the 1st of January.

It is desirable that Congress should authorize the sale of condemned ships at public auction without undertaking to revise in detail the judgment of the Board and the Department. There is no danger that any ships will be sold under such authority which could, if retained, be of the slightest use to the country.

The New York Navy-yard occupies 193 acres of valuable land within the limits of the city of Brooklyn, and at the eastern side and adjoining the grounds of the Naval Hospital 53 acres can be spared without injury, and it is estimated can be sold for over \$1,500,000. It may also prove desirable to exchange a portion of the 53 acres for land needed to improve the west side of the yard and the water front there. Authority to make the sale and also the exchange is requested.

Movements of Vessels.

The vessels on the North Atlantic Station are the Tennessee (flagship), Vandalia, Kearsarge, Alliance, Enterprise and Yantic, under the command of Rear Admiral George H. Cooper, who relieved Rear Admiral Robert H. Wyman on the 1st of May, 1882. All the vessels except the flagship have, since the last report of the Department, made cruises to the West Indies. During the summer they cruised to the northward, in company with the flagship, for exercise in fleet tactics, and all but the Vandalia participated in the bicentennial celebration of the State of Pennsylvania on the 24th of October. The Enterprise is now under orders to proceed to the Asiatic Station.

The South Atlantic Station has been, since the 9th of June, 1882, under the command of Rear-Admiral Feirece Crosby. The former commander, Rear-Admiral James H. Spots, died March 9, 1882, on board the flagship Brooklyn, at Port Stanley, Falkland Islands. The vessels are the Brooklyn (flagship), and the Galena, which joined from the Mediterranean. The Shenandoah (former flagship) returned to the United States and was put out of commission, and the Marion was detached and is now on the way to Portsmouth.

The force on the European Station remains under the command of Rear-Admiral J. W. A. Nicholson, and consists of the Lancaster (flagship), Quinebaug, and Nipsic. The Galena was transferred to the South Atlantic, and the Nipsic is on her return home. On account of impending troubles at Alexandria, Egypt, the squadron visited that port. The Galena arrived first, in June, and was joined by the rest of the squadron. The timely arrival of the vessels gave protection to the American Consulate and to American citizens and interests, and also afforded a refuge for our own citizens and for fugitives of other nations, who were driven from their homes. The action at this juncture of Admiral Nicholson was judicious and humane, and met the approval of the department.

The Pacific Station continues under the command of Rear-Admiral George B. Balch. It has been reinforced by the Iroquois and the Essex, and by the Hartford, now on the way, and consists of the Pensacola (flagship), Alaska, Lackawanna, Iroquois, Wachusett, Adams, and Essex. The last, however, is under orders to the Asiatic Station. At least three of the vessels have remained continuously south of Panama during the year. The public interests have also required the presence of one of the vessels within the waters of the Territory of Alaska.

The Asiatic Station, still commanded by Rear-Admiral J. M. B. Clitz, is composed of the Richmond (flagship), Ashuelot, Monocacy, and Palos. The Swatara and Alert have been detached during the year; while the Essex, from the Pacific Station, the Juniata, by way of the Suez Canal, and the Enterprise, by way of the Cape of Good Hope, are under orders to join the station.

The Apprentice Training Squadron, under the command of Commodore S. B. Lucie, now comprises the New Hampshire, Minnesota, Portsmouth, Saratoga, and Jamestown. The

Portsmouth and Saratoga made practice cruises to Europe during the summer, and the Jamestown and Portsmouth are now fitting for a winter cruise to the West Indies.

The vessels engaged on special service have been the Powhatan, Despatch, and Ranger (the two last-named on surveying duty), the Michigan on the northwestern Lakes, and the iron-clads Miantonomoh, Montauk, Nantucket, and Passaic, on experimental cruises.

The Jeannette Expedition.

The last communication received at the department from the late Lieutenant-Commander George W. De Long, commanding the Arctic exploring steamer Jeannette, furnished and equipped by James Gordon Bennett, Esq., was dated August 26, 1879, at Saint Lawrence Bay, Siberia. From the records now in the department, it appears that on the following day the Jeannette started north, skirting the Siberian coast to obtain tidings of the Vega. August 31, 1879, she stood to the northwest, toward Wrangel Island. Drift ice was met and the weather was stormy. Pack ice was encountered afterwards, and the course of the vessel turned more to the northward. Herald Island was sighted to the westward on September 4. The next day the Jeannette entered the pack through the best looking lead in the direction of Herald Island. Young ice was met, through which the vessel was forced by ramming, but before night her progress was checked and she was secured with ice-anchors. On September 6 another effort was made to reach Herald Island, but only a slight advance could be made. Two days later there was no sign of a lead in any direction; the vessel was frozen in solidly, and never again escaped from the pack. The ice drifted, carrying the vessel with it, with varying force and direction. The ship inclined under the pressure of the ice, and precautions were adopted to keep her upright. During October, 1879, Wrangel Island was at times in sight. Herald Island was in sight once, on October 3.

Astronomical and meteorological observations were made whenever practicable throughout the period of the Jeannette's imprisonment in the ice. A winter routine was put in force November 1, 1879, and measures were taken to maintain, as far as possible, the cheerfulness, health, and comfort of all.

In January, 1880, the vessel was found to be leaking from the pressure of the ice. The pumps were started with difficulty, and though the leak decreased they were used from that time until the vessel was abandoned.

The second winter in the ice was passed much as the first. The health of officers and men, with few exceptions, had remained good until the spring of 1881, when it was somewhat impaired. Jeannette Island was discovered May 17, 1881, the vessel being then about 500 miles northwest of Herald Island. A few days later Henrietta Island was discovered. A sled party landed, hoisted the national ensign, and took possession in the name of the United States.

During the night of June 10 the ice opened beside the vessel, which then righted, being once more afloat. The ship was secured to the ice by lines, and, as there were indications of a break-up, the rudder was shipped and preparations made for making sail. No serious difficulty was apprehended in keeping the vessel afloat and navigating her to port if she should escape from the pack. But the ice closed in again with such force as to crush the sides of the Jeannette, and her fate was decided. Boats, sleds, instruments, provisions and stores were put on the ice, and the ship was abandoned. She sank during the night of June 12, 1881.

On the recommendation of the surgeon, a delay of a few days followed, after which the tollsome retreat began, across ice and water. About four weeks later Bennett Island was discovered. After remaining here for some days, the party embarked for the New Siberian Islands, which were reached safely. September 12, 1881, the thirty-three persons comprising the officers and crew of the Jeannette left Simonoski Island in three boats. The boats were shortly separated in a gale of wind. The second cutter, carrying eight persons, has not been heard of since that time. The officers and men were Lieut. Charles W. Chipp, commanding; William Dunbar, Alfred Sweetman, Walter Sharvell, Albert G. Kuehne, Edward Star, Henry D. Warren and Peter E. Johnson.

Lieutenant Commander George W. De Long's boat, the first cutter, carrying fourteen persons, reached the Lena delta; the party landed September 17, 1881, and proceeded inland, leaving records of their condition and progress at several points. Owing to illness and exhaustion, slow progress was made. Some game was obtained at first, but this failed afterwards. October 6 one of the men died. Three days later two men, William F. C. Nindemann and Louis P. Noros, were sent ahead to seek help, the others following as well as their weak state would permit. Another man died of exhaustion from starvation on October 17. Two days later a camping place was found, and after this no further progress could be made. The enfeebled men died of starvation, one by one. The last entry in the pathetic record left by De Long is dated October 30, 1881. Soon after this the three who were then alive must have died. The party which thus perished were Lieut. Commander George W. De Long, commanding; Surgeon James M. Ambler; Jerome J. Collins, naturalist; Hans H. Erichson, Heinrich H. Kaack, George W. Boyd, Walter Lee, Adolph Dressler, Carl A. Gortz, Nels Iverson; the cook, Ah Sam, and the Indian, Alexy.

Chief Engineer George W. Melville had been placed in charge of the whale boat, Lieut. J. W. Danenhower's eyes having been so seriously affected for many months that he was on the sick list. The whale boat party reached the eastern shore of the Lena delta, and was conducted by natives to an inhabited village, arriving September 26; nearly all badly frost-bitten. An effort was made to proceed towards Belun, the nearest Russian settlement. This was unsuccessful, but a message was sent to the Russian commandant at that place, asking transportation for the party.

News was received October 29 that Nindemann and Noros were on their way to Belun. A note from Nindemann, written at random, was brought to Chief Engineer Melville, asking any one who could to render aid to De Long's party. Mr. Melville procured a dog team, and set out for Belun, where he found the two seamen sick. After receiving their reports, he went to a place where dog teams and provisions were to be furnished him; and there met the rest of the whale boat party. Lieutenant Danenhower was given orders to take the whole party south to Yakutsk.

Melville pushed his search to the northern extremity of the delta, with great difficulty and much suffering from exposure and scarcity of food. He secured the log-books of the Jeannette, and other effects, which had been left in a cache, but the missing party could not be found. After three weeks of determined effort, it became evident that they must have obtained assistance from the natives or have died. Upon his return to Belun, Melville learned that nothing had been heard of the lost party, and was forced to the conclusion that all had perished. As the search for the dead could be made better in the spring, he took his men to Yakutsk. There orders were received to spare no effort or expense to ensure the safety of the second cutter, and to send the sick and frozen of those already rescued to a milder climate as soon as practicable. Lieut. Danenhower was given charge of a party of men and the effects which had

been recovered, and left Yakutsk January 10, 1882, for Irkutsk. He afterwards asked permission of the Department to remain and institute a search for Lieut. Chipp's party, but was ordered home.

Mr. Melville completed the necessary arrangements and continued the search. Between March 23 and 27, 1882, the bodies of Lieut. Comdr. De Long's party were found. After giving them proper burial, a search was made for Lieut. Chipp's boat, but with no result, though several parties were at work along the coast for two weeks. Mr. Melville returned to Yakutsk and proceeded thence to Irkutsk, arriving at the latter place July 5, where he received permission from the Department to return home with his party.

The following joint resolution of Congress was approved August 8, 1882:

That the Secretary of the Navy be requested to convene, as soon as practicable, a court of inquiry to investigate the circumstances of the loss in the Arctic seas of the exploring steamer Jeannette, and of the death of Lieut.-Commander De Long, and others of her officers and men, including an inquiry into the condition of the vessel on her departure, her management up to the time of her destruction, the provisions made and plans adopted for the several boats' crews upon their leaving the wreck, the efforts made by the various officers to insure the safety of the parties under their immediate charge and for the relief of the other parties, and into the general conduct and merits of each and all the officers and men of the ill-fated expedition, and to submit the finding of such court of inquiry to Congress.

In compliance with the foregoing joint resolution the Department ordered a court of inquiry, consisting of Commander William G. Temple, president, Capt. Joseph N. Miller, and Commander Frederick V. McNair, members, and Master Samuel C. Lemly, judge advocate. This court is now engaged in the prosecution of its duties.

The Search Expeditions.

The United States steamer Rodgers, commanded by Lieut. Robt. M. Berry, which was engaged in the search for the Jeannette and for missing whalers during the autumn of 1881, went into winter quarters at St. Lawrence Bay, Siberia, in October. On November 30, a fire broke out in the forehold of the vessel. All efforts to extinguish it proved unavailing, and the vessel was abandoned.

The natives were hospitable, but their resources were limited, and to lessen the burden the officers and crew were distributed among five villages.

Lieut. Berry, desiring to carry out the object of the expedition, although his vessel was lost, set out from St. Lawrence Bay to organize a search of the coast and to communicate the loss of the Rodgers to the Department, having first made provision for the comfort and safety of those under his command. Master Howard S. Waring was left in charge at St. Lawrence Bay.

Master Charles F. Putnam, one of the officers of the Rodgers, had been placed in command of a shore depot near Cape Serdze, to search the coast. Learning that the vessel was burnt, he set out for St. Lawrence Bay with provisions. On his return to Cape Serdze he missed his way while crossing St. Lawrence Bay in a blinding snow storm, January 10, 1882, and drifted out to sea on an ice floe. He was seen several days later, and an earnest effort was made to reach him in a canoe, but the attempt failed, because the thin ice cut the boat. Master Waring, on hearing of this disaster, left Ensign George M. Stoney in charge at St. Lawrence Bay, and made a minute search of the coast for a month, but without avail.

Some time after leaving Saint Lawrence Bay, Lieutenant Berry heard that Putnam had drifted out to sea, but received from natives a report that he had reached the shore in safety. It was not until February that he learned the truth. On the 8th of February Lieutenant Berry left Cape Serdze, accompanied by Ensign Henry J. Hunt. Following the coast to the westward, they heard that the missing whalers Vigilant and Mount Wollaston had drifted in shore, and that their crews had either died or had deserted the vessels. After a severe journey they arrived at the Russian post of Nishne Kolyamak on the 24th of March.

Information was received at this place of the landing of part of the Jeannette's crew at the mouth of the Lena River, and Lieutenant Berry continued his journey until he came upon traces of Chief Engineer Melville's search party.

Learning that the latter had completed his search, Berry followed and overtook him. The party proceeded to Yakutsk, where Berry intended to fit out a new expedition, but information was received that Lieutenant Harber had been detailed to make a summer search, and Lieutenant Berry then returned home. Ensign Hunt was ordered to report to Lieutenant Harber for duty.

The party which had been left at Saint Lawrence Bay in charge of Master Waring was received on board the whaling bark North Star, owned by William Lewis, of New Bedford, and commanded by Capt. Leander C. Owens, who had gone to Saint Lawrence Bay at great inconvenience to transport the party to any port desired. The North Star left May 14 for Ounalaska, but falling in with the revenue cutter Corwin, commanded by Lieut. Michael A. Healy, the Rodgers party was transferred to the latter vessel and arrived at San Francisco, June 23, 1882.

Lieutenant Berry earnestly recommends that the Chukches about Saint Lawrence Bay be suitably rewarded for their hospitality, to encourage them to aid the crews of any of our whaling or other vessels that may be wrecked upon their coast.

Lieut. Giles B. Harber and Master W. H. Schuetze were ordered by the Department on February 2, 1882, to special duty in connection with the search for the survivors of the Jeannette. They proceeded to Siberia, and Lieutenant Harber and his party have prosecuted their search with energy, but have not succeeded in getting any intelligence of Lieutenant Chipp's party.

Bureau of Navigation.

The report of Commodore J. G. Walker, Chief of the Bureau of Navigation, narrates the work of the bureau and its subordinate offices in connection with the revision of "The American Practical Navigator," compasses for the Navy; the determination of longitudes, under Lieut. Commander F. M. Green; navigation supplies; the system of naval signals, in charge of Capt. Philip C. Johnson; the hydrographic work of the Navy, under the direction of Commodore J. C. P. De Kratt; the Naval Observatory, of which Vice Admiral S. C. Rowan is the present Superintendent; the Transit of Venus Expedition; the Nautical Almanac, and time signals.

Attention is called to the growing disposition on the part of the Signal Service Bureau of the Army to encroach upon work which has fallen for many years within the legitimate province of naval officers. The local time has been signalled from the Observatory since the year 1848, and since 1877 a time-ball has been dropped at New York City at noon daily by signal from the Observatory. The Signal Service Bureau has, however, published at Government expense a work on "The Construction and Maintenance of Time-Balls," and has announced in an official publication entitled "Memoranda of Useful Information for Ship Masters," that a time-ball will be established at the Signal Service station in New York City. It has also organized a "Marine Division" and established a "Marine Agency" in the city of New York, and is

issuing charts of the North Atlantic Ocean, attempting to show the direction of cyclones, the limits of icebergs, and the direction of the prevailing winds in the different ocean squares. This marine work belongs appropriately to the Naval Hydrographic Office, and it is doubtful whether the appropriations for the Signal Service of the Army, however liberal in their amount and vague in their limitations, were intended to be applied to work which is specifically in the charge of another department. The sundry civil appropriation act of August 7, 1882, making appropriations for the work of the Signal Service, directs "that the work of no other department, bureau, or commission authorized by law shall be done by this bureau." Obedience to this explicit enactment ought to be enforced.

The adaptation of the laws of the United States for preventing collisions at sea to the revised International Regulations should be again urged upon Congress; and the need of a revision of our present law requiring steam vessels under all circumstances to keep out of the way of sailing vessels was, October 28, 1882, called to the attention of the department by the Philadelphia Board of Trade.

The rule operates unfairly against deep draught ships in narrow channels, either natural or artificial, where light draught vessels will not be injured by using the shoaler water, and the unnecessary burden upon commerce should be lightened.

Bureau of Ordnance.

The report of Commodore Montgomery Sicard, Chief of the Bureau of Ordnance, states the efforts of the Bureau in the preparation of plans, and in the commencement of the construction of the high powered guns authorized by the act of August 5; the progress made in converting Parrott rifles; in procuring and practicing with machine guns; in providing small arms; and in experimenting with torpedoes and electric lights at the torpedo station at Newport, R. I., under the supervision of Capt. Thomas O. Selfridge.

The principal purpose of our large naval establishment being to use cannon and small arms and torpedo explosives against public enemies, the question of ordnance is of the first importance. Having no effective guns, it is the duty of the government to begin their manufacture immediately. This country is not now capable of making the steel forgings necessary for heavy rifled cannon; they must, therefore, either be provided abroad or inducements must be offered to steel manufacturers to engage in their production. There is no steam hammer in the country sufficient for the heavy forgings required. Either through the agency of some private company or by the direct action of the Government such a hammer should be prepared for American use.

All the moderate recommendations of the Chief of the Bureau ought to be promptly adopted, and the appropriations estimated for by him ought to be considerably increased.

Bureau of Yards and Docks.

The report of Rear Admiral Edward T. Nichols, Chief of the Bureau of Yards and Docks, recites the various works of improvement at the Navy-yards for which appropriations are recommended by the bureau; and it estimates the sum necessary for the general maintenance and preservation of the yards. My views on this subject have been indicated in considering the Navy-yards, and may also be learned from the revision hereinafter submitted of the estimates made by the Bureau.

Bureau of Equipment and Recruiting.

The Chief of the Bureau of Equipment and Recruiting, Commodore Earl English, details the work of that Bureau, including the fitting out of ships, purchases of coal, the manufacture of cordage and of iron cables and anchors and ship's galleys, and states the success of the Bureau in the enlistment of seamen and apprentices during the year. Enlistments were 5,620, of which number 478 were boys.

Bureau of Steam Engineering and Bureau of Construction and Repair.

The reports of Engineer-in-Chief W. H. Shock, Chief of the Bureau of Steam Engineering, and of Chief Constructor T. D. Wilson, Chief of the Bureau of Construction and Repair, state fully the present condition of the vessels of the Navy; their views as to the future work of their Bureaus, and as to the amounts needed for the construction of the two new steel cruising vessels authorized by the act of August 5, 1882, and for the completion of the double-turreted monitors Monadnock, Puritan, Amphitrite, and Terror. They estimate for the two steel cruisers, in the Bureau of Construction, \$2,080,000; in the Bureau of Steam Machinery, \$1,800, making \$3,880,000. These estimates are for the total cost of the hulls and machinery, and exceed the limitations of the act, which confine the Department to the estimates of the first Advisory Board, and they indicate the opinion of the Bureaus that the ships cannot be completed within those limitations. But in any event less than one-half the full cost needs to be appropriated for the next fiscal year, and \$1,000,000 for each Bureau will be more than sufficient for the expenditures on the vessels during that year.

The reports estimate for the completion of the four monitors, in the Bureau of Construction \$2,000,000, and in the Bureau of Steam Machinery, \$1,165,000. Less than one-half of these amounts should be appropriated for the next fiscal year, in case Congress should decide to complete the vessels.

In pursuance of the directions of the enactment authorizing the construction of the two steel cruisers, the Naval Advisory Board was organized on the 13th day of November, consisting of the following members: Commodore R. W. Shufeldt, president; Mr. Henry Steers, Mr. Miers Coryell, Chief Engineer Alexander Henderson, Commander John A. Howell, Lieutenant Edward W. Very, Naval Constructor Frank L. Fernald.

The naval officers were selected several weeks previous to the appointment of the full board, but delay and difficulty were experienced in obtaining "two persons of established reputation and standing as experts in naval or marine construction, to be selected from civil life," who should not be employed by or connected with any one of the few ship-building firms who might propose to enter into the contracts for the construction of the cruisers. Due public advertisement and notice was given on the 5th day of August, as required by the act to all persons, to submit, within sixty days after August 20, any plans, models, designs, or suggestions for the construction of the vessels, and the time for submitting them has been extended to the period when the Board will finally reach its conclusions.

The Advisory Board is actively engaged in the discharge of its duties, but is proceeding with care and caution. It is the determination of the Board and of the Department to make no undue haste and to spare no pains to design and complete the two best ships which can possibly be constructed in this country.

I deem it my duty to recommend that Congress be requested also to authorize the construction of two of the second-rate, steel, single-decked, unarmored cruisers, recommended by the late naval advisory board, to have a speed of not less than thirteen knots, but with the displacement limited, according to the recommendations of the present Advisory Board, to 3,500 tons each, at a cost not exceeding

for hull, engines, ordnance and equipment \$1,000,000 each; also of one of the five steel rams recommended by the late board; and one iron dispatch boat, or clipper, of 1,500 tons displacement, with a speed of not less than fifteen knots, to be armed with one six inch, breech loading rifled cannon, and four Hotchkiss guns, at a cost not exceeding \$500,000.

The Naval Advisory Board was directed to report to the Secretary of the Navy, in detail, by the 1st day of December, 1882, as to the wisdom and expediency of undertaking and completing the engines, armor, and armaments of the iron clads *Monadnock*, *Puritan*, *Amphitrite* and *Terror*. The delay in organizing the board will prevent the completion of this report on the day fixed; but it will be prepared and transmitted as soon as practicable thereafter, with the recommendation of the Department thereon, as required by the act. There has been much unseemly controversy over these vessels since the work was suspended, in March, 1877, after an expenditure upon them by the Government of \$3,528,590.58. The fact of this large outlay is no reason why they should be completed if they will not then be worth to the Government the amount of the new money which will have been expended. Nor is there anything in their history which should prevent their completion if that result is for the real interests of the Government. The necessity, however, of some better provision for the defence of our harbors than is furnished by the fourteen single turreted monitors, the relics of the war of the rebellion, is apparent to every thoughtful citizen. If the completion of the four double turreted monitors is not expedient, the construction of some new armored vessels of a different character should be devised and immediately commenced.

The act of August 5 made provision for "the launching, to the best advantage, with such necessary attachments and appliances as will render redocking the ships unnecessary," of the four double turreted monitors. The contractors who had built the hulls, and in whose ship yards they have remained since the termination of work, in March, 1877, were informed by letter of August 21, 1882, that the Department desired to comply with the directions of the act as soon as practicable, and would be prepared to indicate what work ought to be done to fit the vessels for launching, and wished to receive any suggestions or proposals from the contractors concerning the whole subject. On the 28th of August the contractors were further informed what work would be required to be done, and what attachments and appliances must be fitted before the launching of the vessels, and were informed that the plans showing the details might be seen at the Department. On the 8th of November the attention of the contractors was called by the Department to the fact that it had received no reply to its letters of August 21 and 28; and they were informed that as it was desirable that there should be no more delay, the Department proposed (1) that the contractors should furnish the materials and do the work necessary to be done before launching (the same to be first specified in detail by the Department and the cost thereof agreed upon), and should also launch the vessels at the earliest practicable day; and (2) that the Department should pay the contractors for such materials and work and for launching, the actual cost thereof, as it might be mutually agreed upon; this arrangement to have no effect whatever upon the existing rights or obligations of the contractors or the Government, but to be made and carried into effect without prejudice to any claim of either party; and the contractors were requested to respond to this proposition without delay. They have signified their assent, and the vessels will soon be launched.

The double turreted ironclad *Miantonomoh*, built on the same plan as the other four monitors, is complete, except the turrets and pilot house; and these were authorized by the act of August 5. The difficulty, if not impossibility of procuring, in this country, the steel for the compound armor adapted for the turrets and pilot house, up to this time, prevented any action. For the purpose of testing the vessel in the meantime, she has been loaded with iron cables, representing the weights of the turrets, pilot house, and armament, and put in commission. Thus loaded she rises about 26 inches amidships above the water line in fresh water, and about 30 inches in salt water, and no reason is perceived why she will not prove a successful and formidable armored ship.

Bureau of Medicine and Surgery.

The report of the Surgeon-General, Medical Director Philip S. Wales, in regard to the sanitary condition of the Navy, shows a gratifying improvement over that of preceding years. Special attention is called to his recommendation for the improvement of the Navy station in its adaptation to the necessities of the naval service; and to his statement of the importance and improvement of ventilating apparatus applied to vessels of the Navy, and of the condition and usefulness of the newly organized Museum of Hygiene.

Bureau of Provisions and Clothing.

The report of Paymaster-General Joseph A. Smith states the appropriations and expenditures for the fiscal year ending June 30, 1882, and for the present year up to November 1.

Marine Corps.

Attention is called to the report of Col. C. G. McCawley, commanding the United States Marine Corps, which on the 1st of October, 1882, contained 1681 enlisted men; 984 on board ships in commission, and 697 doing duty on the shore stations. The correct legal number of second lieutenants is 39, and 16 new appointments should be made. It is desirable that Congress should authorize the appointment of these lieutenants from graduates of the Naval Academy, at the end of the academic years ending June, 1883, and June, 1884. The legal number of the privates in the Marine Corps is 2,500. Congress has lately appropriated for only 1,500. It is desirable that appropriations should be made for 2,000.

Naval Academy.

The Naval Academy, since November 15, 1881, has been under the superintendency of Capt. Francis M. Ramsay, and is efficiently and satisfactorily conducted. His report is transmitted. The act of August 5, 1882, which provided that no appointments thereafter should be made of officers in the Navy from the graduates of the Academy, except to fill vacancies in the lower grades of the line and the Engineer and Marine Corps, also repealed the law authorizing 25 cadet engineers to be annually appointed, continuing only the right, at all times, of each Congressional district to have one cadet, and of the President to have ten cadets at the Academy; and provided that all naval cadets not needed, on graduation, to fill such vacancies or to make the number of annual appointments reach ten, should be given certificates of graduation, an honorable discharge, and one year's sea pay. These salutary provisions, which were adopted four years ago for graduates of the Military Academy at West Point, were absolutely necessary in view of the overcrowding of the naval service by the addition each year of all the graduates of the Academy from the Congressional districts, and 25 cadet engineers. The effect upon the school will not be injurious. Where all who strive obtain the prize, endeavor will be less than where the rewards are few and only conferred in recognition of distinguished merit. Those cadets who are not needed for the Navy will have received a superior education at the Government expense, and with a donation of one year's pay in advance will return to civil life admirably fitted to enter and to succeed in the most lucrative employments of peace, while standing always ready with their naval capacities to endeavor by their professional or business experience, to come to the aid of the country in time of war.

Naval Observatory.

The report of Vice-Admiral S. C. Rowan, Superintendent of the

Naval Observatory, details the important work of that institution during the year, and the provisions made for parties for the observation of the approaching transit of Venus on the 6th day of December at the following points: Cape of Good Hope, Santa Cruz, Patagonia, Santiago de Chile, New Zealand, San Antonio, Tex., Cedar Keys, Fla., Fort Selden, New Mexico, and Washington, D. C.

The condition of the old Observatory is such that there should be no further delay in making the necessary appropriation for the construction of the new Observatory authorized by the act of Congress of Feb. 4, 1880, for which, at a cost of \$63,000, a new site on Georgetown Heights has been already purchased.

Report of the Admiral of the Navy.

The Department has received the support and co-operation of the Admiral of the Navy, under whose supervision is placed the Board of Inspection and Survey, and who has also given special attention to the apprentice training system and to the development of torpedo boats. The report of the Admiral is transmitted, containing his views upon these subjects, recommending the completion of the monitors, discussing the question of promotion by selection, and advising a stricter enforcement of section 1496 of the Revised Statutes, which requires every officer before promotion to establish his mental, moral, and professional fitness to perform all his duties at sea.

Expenditures.

The appropriations available for the current expenses of the fiscal year ending June 30, 1882, were \$14,874,269.55, to which should be added \$59,813, transferred from the Navy pension fund to the Naval Asylum, making a total of \$14,934,082.55. There was also a balance on hand at the beginning of the year under the appropriations "pay of the Navy" and "pay of the Marine Corps," \$1,903,071.56. From this sum should be deducted \$1,375,086.16, due from said appropriations to "general account of advances," and also \$124.85 carried to the surplus fund. There should, however, be deducted from this balance the sum of \$59,813, appropriated for the Naval Asylum, as that sum was brought to the credit of the asylum on Sept. 13, 1881, by requisition, and is included in the exhibit of expenditures chargeable to the Navy appropriations as refunded and deducted from the amount drawn in that month.

The net amount, therefore, available for the year was.....\$15,403,120.37
The expenditures were.....13,936,294.96

Leaving a balance of.....1,466,825.41
To this amount should be added the unexpended balances in the hands of pay officers, as shown by the books of the Fourth Auditor.....870,682.55

Which shows that the net expenditures for the fiscal year were less than the amount applicable therefor.

The appropriations available for the operations of the present fiscal year ending June 30, 1883, were \$15,575,859.93.

Amount drawn by Warrant from July 1, 1882, to November 1, 1882.....5,220,314.25
Amount refunded from July 1, 1882, to November 1, 1882.....123,562.62

Amount expended.....5,096,751.63
leaving available November 1, 1882, \$10,479,107.35.

Estimates.

The Chiefs of the respective Bureaus have furnished, according to section 430 of the Revised Statutes, their estimates for the fiscal year ending June 30, 1884:

Pay of the Navy.....	\$7,512,580.00
Pay of the civil establishment of the Navy-yards.....	194,130.00
Ordnance and Torpedo Corps.....	669,500.00
Coal, lamp, equipment.....	1,021,000.00
Navigation and navigation supplies.....	187,000.00
Repairs and preservation of vessels.....	1,750,000.00
Completing hulls of the New York and Mohican.....	600,000.00
Building hulls of the two new cruisers.....	2,080,000.00
Building machinery for the two new cruisers.....	1,800,000.00
Completing hulls of four double-turreted monitors.....	2,000,000.00
Building machinery for the monitors.....	1,165,000.00
Steam machinery, tools, etc.....	1,200,000.00
Provisions for the Navy.....	1,200,000.00
Medical Department.....	45,000.00
Repairs of hospitals, laboratories, etc.....	47,000.00
Naval Hospital Fund.....	50,000.00
Naval Academy.....	182,708.20
Contingent expenses of Department and Bureau.....	330,000.00
Naval Asylum, Philadelphia.....	92,191.00
Maintenance of yards and docks.....	490,000.00
Repairs and improvements of Navy-yards.....	3,569,444.00
Support of Marine Corps.....	1,064,325.58
Total.....	\$27,042,678.76

These estimates may be revised as follows:

Pay of civil establishment at Navy-yards reduced to.....	\$122,500.00
Building hulls of two new cruisers.....	1,000,000.00
Building the machinery for the same.....	1,000,000.00
Completing hulls for four monitors.....	1,000,000.00
Building machinery for the same.....	582,400.00
Naval Asylum, Philadelphia.....	59,813.00
Maintenance of yards and docks.....	220,000.00
Repairs and improvements of Navy-yards.....	1,192,671.00

Making the total revised estimates \$20,836,297.76.

The Light House Service and the Coast Survey.

There are employed at the present time 20 officers of the Navy in the Light House Service, and 61 naval officers and 275 seamen in the Coast Survey.

These two branches of the public service are maritime in their nature and purpose; and their objects have no connection with the Treasury Department, under which they are now placed. The original assignment of the Light House Service to the Treasury Department is explained by the fact that when it was first established, no Navy Department existed. At one time it was administered by the Commissioner of the Revenue, at another by the Fifth Auditor. The defects of this arrangement led to the formation, largely through the efforts of naval officers, of the present mixed board, which remained, for no assignable reason, an adjunct of the Treasury Department.

Of the twenty officers of the Navy employed in the Light House Service, three are members of the Light House Board. The chairman of the board is a rear-admiral in the Navy; the Naval Secretary, a commander in the Navy. In the absence of the chairman, the Naval Secretary has charge of the office of the board. The executive committee is composed of the chairman, the Naval Secretary, and the Engineer Secretary. There are fourteen light house districts, each under the personal charge and superintendence of a naval officer, detailed exclusively for this duty; and in three districts there are also naval officers detailed as assistant inspectors. Only the erection and repair of buildings and apparatus are supervised by engineer officers of the Army, most of whom perform this duty incidentally, and in addition to their regular duties under the War Department.

The Light House Board has charge not only of lighthouses, but of the establishment and care of all other aids to navigation; light ships, beacons, buoys, fog signals and sea marks. No one but a practical navigator can be a competent judge of the wants of mariners in the care and distribution of these aids; and the Navy Department alone can furnish the skill and experience necessary to provide for the safety of vessels on our coast.

In view of the existing duties and responsibilities of naval officers in connection with the service, and of the strictly maritime character of the work, it is desirable that the lighthouse administration should be transferred to the Navy Department.

The connection of the Coast Survey with the Treasury is even more remote than that of the Light House establishment. Its primary object, as expressed in the statute (Revised Statutes, section 4681), is to "cause a survey to be taken of the coasts of the United States, in which shall be designated the islands and shoals, with the rocks or places of anchorage, within twenty leagues of any part of the shores of the United States." Subsequent legislation has extended its operations to parts of the ocean beyond the original limit; and has provided for deep-sea soundings, observations of currents, and for a hydrographic develop-

ment of the dangers of ocean navigation on the west coast of North America.

For the past fifty years the Coast Survey has required and received the support and assistance of the Navy. Thirty Navy officers a year, on an average, have been engaged in the work and during the last ten years the number has steadily increased. Of the officers now on the active list of the Navy, 232 have at various times been so employed. The amount expended from the naval appropriation for the pay and maintenance of the officers and men employed on Coast Survey duty in the year 1881 was \$230,931.64. As the direct appropriation for the Coast Survey for the same year was \$557,607.06, it appears that nearly one-third of the total expense of the survey was borne by the Navy.

The preparation of charts and sailing directions is a work which falls properly within the scope of a naval establishment. It has no inherent connection with the affairs of any other department of the Government. As now organized, it is carried on by a nearly independent bureau of the Treasury Department, but the work is largely done by naval officers, and largely supported by naval appropriations.

In view of these considerations, the union of the Coast Survey administration with that of the Navy is a suitable and proper, and would be advantageous to both.

Accompanying the report are sketches of the Light House Service and Coast Survey of this and other countries, with reasons in favor of their administration, in the United States, by the Navy Department, prepared one by Lieut. Seaton Schroeder, and the other by Commander Charles D. Sigbee, both assisted by reports from abroad made by Lieut. Commander French E. Chadwick and Lieut. John E. Soley.

The Revenue Marine and Life-Saving Service.

The Revenue Cutter Service affords a proper field for the employment of naval officers. The duty is directly in the line of their profession. They are fitted for it, both by training and experience; and they could be so employed without detriment to the interests of the existing corps of officers, a great and permanent benefit to the Government and to the Navy would result.

The service of the cruising cutters is strictly naval. The duties of the officers are not distinguishable in kind from those of naval officers. The discipline is naval, as far as naval discipline can be carried on outside the Navy Department.

The cruising cutters carry an armament of from one to four guns. The crew are armed with small arms. The broadside guns are furnished by the Navy Department. In time of war these vessels have always been pressed into the naval service.

At the date of the annual report of 1881 there were thirty-six vessels in the Revenue Marine. Deducting the eight vessels on harbor duty and five sailing vessels, there remain twenty-three steamers, fifteen of which are propellers of from 331 to 403 tons; eight are cutters of local pilotage of from 281 to 499 tons. These twenty-three vessels, which may be classed as gunboats, are good vessels of their class, and must always be regarded as a part of the available naval force.

The experience acquired by junior naval officers, if employed in the cutter service, in cruising on our coast, and in assisting vessels in distress, would be of direct benefit in their profession, and to the country in case of war. They would acquire a familiarity with the coast and a knowledge of local pilotage that could not otherwise be obtained. They would have practice in the handling of small vessels under difficult circumstances. Employed at first in the lowest rank, they would readily acquire whatever might be new or peculiar in this branch of the service.

In the interests of economy the change suggested is desirable. While the Navy proper is being reduced, the Government is keeping up a Revenue Navy of 34 captains, 86 lieutenants, and 65 ensigns, in all 185 officers. Two training schools are maintained to do the work of one. The Naval Academy at Annapolis is supplied with a full corps of instructors and every appliance for the training at all times of 335 naval cadets. At the same time, another school is maintained at New Bedford for the training of Revenue Marine cadets, covering the same ground, only in a limited degree, and with imperfect appliances. The Revenue Marine cadets receive \$900 a year during their service at the school; the Revenue Marine legislation has provided that only a part of each graduating class at Annapolis shall enter the Navy, while the remainder shall be given a year's pay, and remanded to private life. All these young men, upon whom the Government has bestowed a gratuitous education, are well fitted for their profession, from which they are thus excluded; and by opening the cruising cutter service to these graduates of the Naval Academy, the Government will save, at a single stroke, the whole cost of a duplicate establishment.

In order to harmonize all the interests involved in connecting naval officers with the Revenue Cutter Service, the administration of the two services should be combined under the Navy Department. The small vessels employed on harbor duty, which are only used to carry inspectors of customs, and as a sort of harbor police, should remain solely attached to the Treasury, as at present. The duty is not such as to require a special corps of officers. The cruising cutters should be transferred to the Navy Department; but they should be assigned to duty in the various districts, as at present, upon the requisition of the Secretary of the Treasury, and their movements may be directed for the time being by the collectors of customs. The present Revenue Marine officers should become a corps in the Navy, receiving life commissions as naval officers, with all the rights and privileges that belong to such commissions, while the vacancies gradually made at the foot of the list should be supplied by the detail of junior officers of the Navy of corresponding grade, for service on board the cutters. It is not proposed to remove the present officers of the Revenue Marine, or to take away or abridge, in the slightest degree, their privileges or emoluments. On the contrary they would retain all that they now enjoy, and without re-examination or a new test of any kind, would receive in addition the benefits of a permanent naval commission. Vacancies in the upper grades should continue to be filled by promotion in the corps, and naval officers should only be detailed as vacancies are made at the bottom of the list. The duties of the Revenue Marine officers would remain the same as they now are; and it should be particularly provided in any change that might be made, that their position should in no way be altered, except by giving all, including the engineers, the same permanency of tenure now enjoyed only by naval officers, and the same right of being placed upon the retired list of the Navy in case of extreme age or disability—changes in every respect advantageous.

If the transfer of the Revenue Marine to the Navy should be deemed desirable, the Life-Saving Service would probably follow. The two services are already so closely connected, and the tendency towards a further union is so strong, that they would necessarily be conducted together. By the act of 1875, it was provided that the officers of the Revenue Marine should be detailed for duty as inspectors and assistant inspectors of life-saving stations. A captain of the Revenue Marine is the superintendent of construction in the Life-Saving Service. The cruising cutters co-operate actively in the work and are frequently employed in the assistance of vessels in distress.

If it is not the policy of the Government to make appropriations for sufficient ships of war to give adequate occupation to all our naval officers, it should certainly make use of them in every branch of the public service for which they are fitted. A highly trained corps of officers, such as modern warfare demands, cannot be created in a day. If the personnel of the Navy is to be kept at its present standard of quality and numbers, it must be utilized in every form of government employment for which it is adapted. In this view it hardly admits of question that the Revenue Marine and the Life-Saving Service should be joined with the Navy. No disturbance of vested interests would be caused by the transfer; on the contrary, every provision would be made to guard against such a disturbance. But a new field would be opened for the services of officers already at the disposal of the Government, which by their training they are in every way qualified to occupy.

Interesting information and suggestions concerning the Revenue Marine, prepared by orders from the Navy Department, by Master George H. Peters, and relative to the Life-Saving Service, prepared by Lieut. Albert G. Barry, including reports from abroad, are transmitted with this report.

The Commercial Marine.

The interests of the Navy are inseparably involved with those of the commercial marine of the country. The protection of commerce is the first object of a naval establishment; and unless efficient preparation for such protection is made, a single

war may destroy a nation's merchant fleet beyond hope of recovery. The carrying trade, when once diverted, is slow to return to its old channels. It requires more supervision and care than almost any other industry, and a maritime state which fails to give it the fullest encouragement is neglecting its most vital interests.

As the merchant marine is dependent at critical periods upon the Navy, so, on the other hand, the Navy, no matter how strong it may be, must, in emergency, avail itself of the resources of the merchant marine. This is especially true in the United States, whose policy does not admit of a large standing naval force. This was clearly shown during the rebellion. At its outbreak the Navy had nominally a tonnage of 105,271 tons. To increase it, 215,975 tons of shipping were bought. These purchased vessels were ill-suited for war purposes, but they were none the less indispensable. If ten years before the war our maritime necessities had been recognized, and the relations of the Navy and the merchant marine had been understood and organized, the Government might have saved many millions of dollars, and have had in the beginning vessels capable of capturing the English-built commerce-destroyers and blockade runners.

As the Navy must thus in emergencies resort to the merchant marine for ships, it must also draw upon it for officers and men to supply its deficiencies. The nautical training which is a necessary qualification for efficient service can only be found in the officers and men of the merchant marine. The additions to the Navy thus made during the war were 7,500 officers and over 40,000 seamen.

The naval establishment is further dependent on the merchant marine through its relation to the ship-building interest. It must be able to build ships within the country; and all the requirements for ship-building must here exist. The plant and the skilled mechanics must be here. But the ordinary demands of the Navy will not support a single establishment; and ship-builders cannot exist unless they find employment and profit in building commercial vessels. If, therefore, the present downward tendency of the merchant marine is unchecked, the Navy will soon be in such a position that, in the event of a war, it will be unable to build a single vessel or to recruit its numbers by officers or seamen of nautical experience.

Important as the merchant marine is on military grounds as an auxiliary of the Navy, it is more indispensable to the general welfare on economic grounds.

To a country with an extensive seacoast and numerous harbors, the possession of a merchant marine is an economical necessity. It is a form of enterprise which promotes and diffuses the influence of a nation beyond its borders far more than agriculture, or mines, or manufactures. It quickens the nation's powers, and infuses life and vigor into its international relations. The freight earnings of our vessels increase by so much the balance of trade in our favor, while the freight earnings of foreign vessels increase the balance against us. The business which American shipowners have lost would have employed thousands of seamen and mechanics. But all the benefits of the carrying trade have accrued to a foreign population, and the profits have gone to enrich foreign investors.

The aggregate profits of the carrying trade are enormous, and 85 per cent. of our trade is now absorbed by foreign ships. The earnings for the transportation of ocean freights to and from the United States amount to one hundred and thirty-five millions per annum, American ships carrying less than one-sixth of the value of the goods. The aggregate of American tonnage for the year ending June 30, 1881, was \$4,067,734 tons; of this amount \$2,343 tons were barges and canal-boats. Over half a million more must be classed as river steamers; and like amount should be deducted for vessels on the lakes. There remain 2,504,000 tons as a fair estimate of our maritime tonnage. But sailing vessels make up 75 per cent. of this amount. The last might almost be omitted from the calculation, for at this day the strength of a merchant marine lies in its steamers, not in its sail tonnage. There are only 152,769 tons of steamers registered for foreign trade, of which 97,704 tons are built of iron; 62 vessels in all, at an average of 1,500 tons.

Of the 44,403 tons of steamers built on our seaboard in 1881, only eight vessels are classed as ocean steamers. Their aggregate tonnage was 5,592 tons, or about one per cent. of the ocean steam tonnage built in Great Britain in the same year. The total tonnage of iron steamers built during the year was only 25,356 tons; and there are no steel steamers under the flag of the United States.

It follows that, though our aggregate tonnage still reaches a respectable figure, yet the ships which it represents fall to meet the demands of ocean commerce, and would be of little use for war purposes. It is not a modern merchant fleet, and is being fast crowded out by foreign competition.

The following table, giving the percentage of the foreign carrying trade of the United States which has been performed by American vessels since 1840, at intervals of five years, shows at a glance the decline of our maritime industries:

	Per cent.
1840.....	82.9
1845.....	81.7
1850.....	72.5
1855.....	75.6
1860.....	66.5
1865.....	37.7
1870.....	35.6
1875.....	25.8
1880.....	17.4
1881.....	16.0
1882.....	15.5

The intervening years show occasional short periods of recovery, but the decline has not been arrested; and in the last three years it has been so marked and so rapid that, unless a change soon takes place, our merchant marine will be out of our hands altogether.

As we are losing trade and falling off in tonnage, so we are throwing our seafaring population out of employment, or compelling them to seek support in other pursuits or under other flags. During the years between 1860 and 1874, 298 natives of the United States received certificates as masters in the British merchant marine. These men had received their training under their own flag, but the want of opportunity for service had driven them into foreign employment.

It may be argued that capital would be put into shipping if shipping were profitable. The reply is that shipping would become profitable if it received as fair treatment as other forms of investment. All the interest liable to suffer from foreign competition are protected; but that commercial industry in which international competition is sharpest, in which rival nations come face to face, is left by the Government to take care of itself. If manufacturers are protected, and nothing is done for shipping, capital will seek employment in manufactures, from which the Government guarantees a return. Even our trans-continental railways, which had nothing to fear from foreign competition, have received grants which in comparison place the inter-oceanic carrying trade under fatal disadvantages.

But it is not merely from a passive policy of neglect that United States vessels in the foreign trade are suffering. They are burdened with grievous impositions, local and national, in the shape of fees, taxes, pilotage dues and other exactions. In order to give shipping a fair chance in the competition for capital, it must be placed on an equal footing with other industries, and it must be relieved from all unnecessary burdens.

For the foregoing purpose several remedies are suggested, having for their object (1) the removal of impositions, (2) the extension of protective measures to the neglected industry, and (3) the reform of administration.

I.—The Removal of Impositions.

1. *Compulsory Pilotage.*—Pilotage is regulated by the States, and is generally compulsory. The fees are excessive, and the numbers and qualifications of pilots are largely left to the control of state legislatures formed by themselves. An estimate made by the Chamber of Commerce of New York for 1878 places the amount received by 129 New York pilots and 47 New Jersey pilots employed at that port at not less than \$775,000 annually. The defects of the present system should be remedied by the enactment of a general law permitting captains, after examination, to pilot their own vessels.

2. *Local Tonnage.*—Efforts should be made to secure the extension of the movement, already begun by the principal seaboard States, for the abolition of local taxes on shipping.

3. *Compensation for transportation of destitute seamen.*—Mas-

ters of vessels in foreign ports are required to bring home, upon requisition of the consuls, such American seamen as they may send on board. The compensation is limited to \$10. The master has a right to employ these seamen in navigating the vessel, but the poor quality of the men, coupled with the small rate of the allowance, makes the requirement a hardship to owners.

4. *Three months' extra wages.*—For each seaman discharged in a foreign port, three months' extra wages must be collected by the consul from the master of the vessel. A broad discretion is allowed to consuls in making discharges, and their frequency makes the provision of the statute a severe burden. The aggregate payments under this head amount to \$90,000 per annum.

5. *Consular fees.*—The fees paid for consular services constitute another heavy burden. One cent per ton is charged for receiving a ship's papers, and for other services fees varying from 25 cents to \$5. The charges incurred by a vessel in calling at a single port frequently amount to \$50. Assuming that one-half the fees returned by consuls in the year 1881 were collected from shipping, the aggregate amount would have been \$400,000.

6. *Miscellaneous fees.*—All the fees for services in connection with shipping are fixed at high rates. For advertisement for tonnage the fee may amount to \$30 for a vessel of moderate size. The fee for steamboat inspection and for licensing officers amounted in 1881 to \$207,554. The fees paid to shipping commissioners are also excessive, being \$2 for each seaman enlisted and 50 cents for each seaman discharged. For a steamer in the foreign trade, with a crew numbering fifty persons, enlisted and discharged six times a year, the annual cost would be \$750.

II.—Protective Measures.

One plan proposed for the revival of the merchant marine is the grant of a Government bounty for the construction of vessels in the United States, and a further bounty for their navigation in the foreign trade.

Both measures have been adopted in the recent French merchant shipping law of January 29, 1881. The law provides for a bounty to be given to all vessels built in France after its passage, at the following rates: For iron or steel vessels \$11.50 per gross ton; for wooden vessels of 230 tons or over, \$3.86 per ton; for wooden vessels under 230 tons, \$1.93 per ton; for composite vessels, \$7.72 per ton; and for machinery, \$2.32 per 100 kilograms, or a little more than one cent per pound.

The law also provides for navigation bounties, granted for ten years to all vessels in the foreign trade, except those belonging to the subsidized mail lines of 30 cents per net ton for every 1,000 miles traversed. The bounty decreases annually 1 cent for iron vessels, 1½ cents for wooden vessels, and 1½ cents for composite vessels. It is increased 15 per cent. for vessels built according to plans approved by the Navy Department, and in case of war all merchant vessels may be required for State purposes. All vessels receiving navigation bounties are required to carry the mails and one mail agent free of charge.

It is calculated that the effect of the construction bounty provided by the French law will be equal to a protection of 12 per cent. on the cost of the vessel; and the annual charge upon the Treasury, on the basis of the construction of 56,000 tons of steamers a year, will be \$855,953.

Estimates of the effect of the navigation bounty show that it will yield an average return of 9 to 10 per cent. per annum on the cost of the vessel, and that the annual charge upon the Treasury during the ten years for which the bounties are established, will average \$1,439,780.

Any figures that might be given to show the effect of the French law would be conjectural, as sufficient time has not elapsed to bring in full returns. But it is clear that the aid given by the State will enable French ship owners to carry on business at a profit. Foreign shipping, which now has a large share in the carrying trade, will be thrown out of competition, and the probable effect of the law will be the speedy creation of a merchant navy, and one that would be a valuable auxiliary in time of war. The law has already had a marked effect in giving a stimulus to ship-building and ship-owning, and in re-awakening these declining industries.

A memorial was presented to the German Parliament April 6, 1881, by Prince Bismarck, in which that acute and far-sighted statesman recommended in the strongest terms the adoption of a measure similar to that recently adopted in France.

The principle governing the French law has frequently been advocated in this country. A bill embodying it was favorably reported in 1870, by a select committee of the House of Representatives, on the subject of the reduction of American tonnage. In his report of Dec. 4, 1871, the Secretary of the Treasury recommended the passage of a law carrying out a similar plan.

But the most natural, legitimate and effective method of protecting and reviving the merchant marine of the country is to pay a compensation for carrying the United States mails in American ships on the great ocean highways sufficient to result in the permanent establishment of fast steamship lines. It is not the cost of building ships that renders our capitalists reticent in lines of steamships. It is the impossibility of competing by such lines during the earlier years of their existence with the lines already in successful operation, and sustained by large annual payments from foreign governments.

The amounts paid by the English Government during the year ending March 31, 1882, for foreign mail service, were \$2,983,525; for home packet service, \$277,500 (of which amount \$429,500 was for the rapid mail service between Kingston, Ireland, and Holyhead, and for colonial contracts (Australia), \$281,250, making in all \$4,373,275. These payments were in continuation of a system under which England has paid as mail compensation to her steamship lines during the last fifteen years, from four to six millions of dollars annually.

The amounts paid by France in 1878 for foreign mail service were \$4,505,662.65. In 1879 Austria paid \$1,034,044, and Italy paid \$1,593,214; while for the fiscal year ending June 30, 1880, the United States paid for foreign mail service only \$284,081.

Only by this system of liberal compensation to home lines for carrying the mails have other nations taken possession of the commercial waters of the world, driven out the United States, and destroyed their participation in the profits of the carrying trade. By this method only have these nations secured an auxiliary navy of great power and importance, compelling every steamship company receiving a mail contract to furnish ships built according to governmental requirements, and subject to be taken for national use in time of war.

Is there any other way by which the United States can resume her place among the powerful maritime nations, instead of continuing, as now, to sink rapidly toward insignificance upon the ocean? Most assuredly not. To strive successfully for the commerce of the ocean we must meet England and France with their own weapons. It is necessary that Congress should assimilate steamships and railroads in their treatment, to the extent of paying steamships for carrying the mails of the United States good compensation—as good as the Government now pays railroads for performing similar service. I advise that Congress be asked to authorize advertisements for proposals and the execution of contracts with the lowest bidder for carrying the United States mails for terms of years from the principal home ports over the important ocean lines to foreign ports, in fleet American-built steamers, to be constructed under the supervision of the Government, adapted to naval use in time of war, commanded by naval officers, and subject in any emergency to be taken possession of by the Government. This policy, and this alone, will again cover the commercial seas of the world with vessels carrying the American flag, and furnish to the country a fleet of fast iron or steel steamships, which will be in fact a part of the Navy; maintained at slight expense to the Government; increasing every day our trade and commercial prosperity; and without which there will not long be a need of any considerable naval force.

III.—Reform of Administration—Bureau of Mercantile Marine.

The various services now charged with the supervision and regulation of matters relating to the merchant marine should be brought together in one department or bureau of the Government, which should be distinctly charged with the execution of laws concerning shipping, the interests of the country, and to which the shipowners may look for assistance, and for the reception and presentation of their claims.

There exists at present no responsible head to which are intrusted the interest of our merchant marine. Those branches of the subject of which the Government undertakes supervision are so scattered among subordinate offices, variously related and loosely organized, that the industry might almost as well be left to itself.

The registry, enrollment, and license of vessels is placed in the office of the Register of the Treasury, with the regular work of

which it has a purely accidental connection, and the details are carried out by the collectors of customs. The inspection of steam vessels, with its cumbersome machinery of a board of executive officers, who report to themselves and legislate for themselves, also finds a place in the Treasury Department, with whose ordinary functions it has no connection whatever; while there exists in another department a body of officers, the naval engineers, whose daily occupation fits them directly for such inspection duty. The local inspectors are now appointed by a board of officials composed, by a singular provision of law, of a district judge, a collector of customs, and a supervising inspector. The shipping commissioners, who are charged with all administrative matters relating to our 100,000 sailors, are appointed, under another singular provision, by the judges of circuit courts. Finally, by a still more remarkable arrangement, the service for the care of sick and disabled seamen, with its numerous and spacious hospitals and its large corps of surgeons, is in charge of a bureau of the Treasury, while naval seamen are cared for by another department, with duplicate hospitals and a separate corps of practitioners.

Under these circumstances, it has been inevitable that the subject of the regulation of our merchant marine should never have been looked at as a whole, and that the Government should have followed no consistent plan or policy. These fragments of administrative supervision, scattered among various officials, should be gathered up and welded together in order that they may acquire coherence and efficiency. This is an important step in the revival of our depressed maritime industries.

The simplest and most natural method of accomplishing the desired object consists in the establishment of a Bureau of Mercantile Marine in the Navy Department. The scope of its operations may be defined at the outset to cover those branches of administration which exist at the present time, in other connections, and which, as already mentioned, include, (1) the registry, enrollment, and license of vessels; (2) the inspection of steam vessels; (3) the shipment of seamen.

(1.) Under the head of registry, enrollment, and license would be included the duties of the tonnage division attached to the office of the Register of the Treasury, where the records are kept of the tonnage of registered, licensed and enrolled vessels, and from which certificates are issued by the Register through the collectors of customs.

(2.) Under the head of inspection of steam vessels would be included all the duties performed by the inspectors of service—the supervising inspector-general, the supervising inspectors, the inspectors of foreign steam vessels, and the local boards. The service, in being placed under the new bureau, would undergo a simple administrative transfer, no change being made in the details of organization, further than to do away with the central board, and to add to the local bodies an inspector of navigation, who would supply an urgent want of the service, by examining and certifying as to instruments and charts and uniting with the inspector of hulls and the inspector of boilers in the examination of officers.

A slight examination of the duties of inspectors of steam vessels shows their special and technical character, and their close relation to the nautical profession as it exists to-day. The inspector of hulls is required to satisfy himself as to the structure of the ship, the accommodations for passengers and crew, the completeness of equipment for saving life and for extinguishing fire, and the sufficiency of anchors and cables. The inspector of boilers must inquire into the safety and sufficiency of the boilers and engines, including everything that pertains to the steam machinery. Together, the two inspectors, acting as a board, examine the qualifications of masters, chief mates, engineers, and pilots of steam vessels, and upon their favorable report, licenses for the term of one year are issued. They receive from licensed officers reports of all accidents, and they investigate charges of incompetency or neglect against such officers. Power is given to summon witnesses, and upon proof of misbehavior, negligence, or unskillfulness, the local board may suspend or revoke a license.

(3.) Under the head of the shipment of seamen would be included the duties of the shipping commissioners, which are to keep a register of seamen, to superintend their enlistment and discharge, to provide means for securing their presence on board as engaged, and to facilitate apprenticeships. Being appointed and controlled by the circuit courts of the United States, they are not directly connected with any executive department, nor does any department make a detailed report of their doings.

The Bureau of Mercantile Marine should include an auxiliary bureau composed of representatives of maritime and commercial interests and specially qualified officers of the Government, to advise and assist in the operations of the bureau. Marine offices should be established at the principal ports, under the direction of the Bureau of Mercantile Marine, which should be the offices of records of bills of sale, transfers, and hypothecations of vessels, and at which the business of the local inspectors and the registration of vessels should be transacted. In the matter of shipment of seamen, the Bureau of Mercantile Marine would perform the duties of the Register's office, and the local board of those of the collectors of customs, and the admeasurement of vessels for tonnage would also fall to the local board.

It is believed that a reorganization of the service, such as is suggested, while it would strengthen the merchant marine, would incidentally be a benefit to the navy. The natural connection between the two has already been pointed out, but the total separation in matters of administration has blinded our people to the fact that, in consequence of the decline of our maritime industries, naval operations in the event of a war would be paralyzed by the want of materials with which to carry them on. Even if a merchant fleet existed to supply this deficiency, the Navy Department is not supplied with the information, nor its officers with the facilities, nor its bureaus with the machinery, to enable them to avail themselves of such scattered resources as our maritime industries would afford. The Navy Department possesses special advantages for carrying out the proposed transfer. The bureau system, in operation in the Department, can be extended to include the mercantile marine without confusing or involving its affairs with those of any other branch of the service. In process of time, naval officers familiar with the construction of vessels, the qualities of engines and boilers, the qualifications of masters and mates, and the needs of seamen, can be partly employed in the details of administration, with benefit to themselves and to the interests that are placed in their charge.

Prepared by Lieut. Carlos G. Oakins and appended to this report are full statistics of the decadence of our commercial marine; a summary of the defects in our administrative laws governing the same; a comparison of our system with that of other nations, and arguments in favor of the establishment, in the Navy Department, of such a bureau of commercial marine.

If it should be deemed advisable to establish the Bureau of Mercantile Marine in the Navy Department, the Marine and Naval Hospital services would naturally be united with it. The Department with which the service is naturally associated is the Navy Department—a department which now has the physical care of 8,250 seamen, a department to which the service is akin, to which it is of the greatest importance to foster, by every means at its command, that very class whom the service is designed to relieve; and in which there is a bureau specially charged with the care and comfort of seafaring men.

Valuable facts and statistics upon this subject of marine and naval hospitals have been collected and arranged by Midshipman Philip B. Alger, and are herewith transmitted.

The criticisms and recommendations in this report are made with a sincere and earnest desire to promote the success of the Navy and the commercial interests of the country. If the naval establishment is not to be made effective, it should be discontinued, and the fifteen millions annually expended should be reserved to procure, in national emergencies, the assistance of foreign ships and crews. If governmental measures are not soon adopted to promote the carrying trade and to arrest the disappearance of American ships from the ocean, we shall soon cease to be a seafaring people and shall not need to maintain a Navy of our own. These are strong expressions, but they are justified and required by the present condition of our naval and maritime interests.

WILLIAM E. CHANDLER, Secretary of the Navy.

We are in receipt of a copy of the Quarterly Report of the Chief of the Bureau of Statistics, Treasury Department, for the three months ending June 30, 1882, relative to imports, exports, immigration and navigation, and other matters affecting the trade and industry of the country.

FORTY-SEVENTH CONGRESS—2d SESSION.

THE 47th Congress convened for its closing session on Monday, December 4. The roll call of the two Houses showed a fair attendance of members. The galleries were well filled with spectators, and the usual lively scene of an opening day of Congress prevailed. The President's message was read and other business of less importance transacted, and both Houses adjourned early out of respect for members who had died since the adjournment of the last session. It is something unusual for either House to proceed to business on the calendar the first day of the session, and this being the fact with the Senate, lends hope that Congress means business this winter. The first bill reached of interest to the two services was that to appoint William M. Beebe, Jr., late captain and brevet major in the 38th Infantry, to the Army, with the rank of second lieutenant. Mr. Beebe was placed upon the list of supernumeraries and honorably mustered out of the service under the provisions of act 12 of July 15, 1870. Mr. Edmunds opposed the bill, Messrs. Sewell and Hawley, of the Military Committee, favored it. A vote on a motion to indefinitely postpone was carried by a vote of 34 to 20, and the bill was passed over without prejudice.

The Senate again went to the calendar on Tuesday and passed the bill 1704 to amend the fourth clause of section 1862 of the Revised Statutes so as to read as follows: "Fourth. No person belonging to the Army or Navy shall be elected to hold any civil office or appointment in any Territory, except officers of the Army on the retired list, who may hold and exercise any office to which they may be elected by the people," or appointed by the territorial authorities. This bill was also reached on the calendar in the House on Tuesday, but did not meet with so much favor as in the Senate, being opposed by Messrs. Randall and Holman on the ground that if the bill was passed a retired officer of the Army would be allowed to draw two salaries from the Government at the same time. Members of the Military Committee favored it but to no avail, as the bill was postponed indefinitely. It is altogether probable that the House will pass the Senate bill when it reaches that body. Aside from this nothing has been done in either House of interest to the two services except the introduction of several bills, resolutions, etc., which are given elsewhere, and the passage of the Indian Appropriation bill by the House on Thursday.

Senator Sewell gave notice on Wednesday that he would call up the bill for the restoration of Fitz John Porter at an early date. This would indicate that Gen. Porter's friends are at work and that they intend to make a strong fight in his behalf. A member of the Senate Military Committee says that Porter's chances for accomplishing his long and hard-worked for object are indeed good, although he said it was not a foregone conclusion that the bill would go through. Senator Logan will undoubtedly be on hand when the bill comes up to say a word or two in opposition to it. It is said that the Senate is already being canvassed by interested parties to see how the different Senators stand in the matter. It is not believed that the friends of Gen. Pope will antagonize Porter's bill, as has been stated; on the other hand, it is expected that a compromise will be made.

Committee work bids fair to be slim, at least until after the holidays. The most important bills referred to the Military and Naval Committees at the first session, may be said to be on the calendars, and the Committees' labors for the future will be principally upon bills introduced at this session. There are a number of bills still on the dockets of the various committees, but it is doubtful if many of them will see light again this session. Chairman Henderson, of the House Military Committee, said on Tuesday, that he hoped to get the committee together some time this week, when he supposed the bills for the relief of Fitz John Porter and for the retirement of General Grant would be taken up and discussed, though he gave apprehensions of danger in securing definite action immediately. The Military Committee of the Senate will have a meeting the latter part of the week to consider the nominations sent in on Wednesday. The Naval Committee have not yet set a day for a meeting, and will probably not get together before next week.

BILLS INTRODUCED.

S. 335, to extend the time for filing claims for horses and equipments lost by officers and enlisted men in the service of the United States.

S. 427, for relief of sufferers of transport bark *Torrent*.

S. 442, to fix the rank of certain retired officers of the Army.

S. 471, to make an additional Article of War.

S. 509, to provide for the payment of certain discharged soldiers of the late war.

S. 510, to provide for the temporary increase of the Army in an emergency.

S. 763, relating to officers of the Army.

S. 940, to consolidate the Bureau of Military Justice and the Corps of Judge Advocates of the Army and for other purposes.

S. 1018, relative to Revolutionary battlefields.

S. 1019, to provide for the sale of certain portions of the Leavenworth Military Reservations.

S. 1036, to remove a discrimination against the Corps of Judge-Advocates of the Army.

S. 1109, to re-organize the efficiency of the Army Chaplain's Department.

S. 1181, to regulate promotion in and to increase the efficiency of the Army.

S. 1228, to secure to certain meritorious soldiers of the late war an honorable discharge from the Service, and to provide for the payment of the salary and bounty due to such, etc.

S. 1442, providing for payment of Forbes' historical art collections.

S. 1468, to promote the efficiency of the U. S. Army by retirement of officers—voluntarily or otherwise, after certain periods of service.

S. 1753, to restore and fix the Inspector-General's Department of the Army.

S. 1839, relating to bonds of officers of the Pay Department, U. S. A., and for the settlement of their accounts.

S. 1888, to fix the date of entry into the Military Service, and to correct the record of officers now in the Regular Army, who served as officers of Volunteers in the Regular Army.

S. 1893, to extend the benefits of the act entitled an act making appropriations for the support of the Army for the year ending June 30, '66.

S. 1916, a bill concerning Pay Department of the Army.

S. 1955, for the relief of surviving members of Co. G, 1st U. S. Infantry.

S. 2202, by Mr. Groome. It provides that all engineer officers graduated from the Naval Academy shall take rank with all line officers graduated from the Naval Academy, according to their final standing on the merit rolls of the Naval Academy at the time of graduating; and that all acts inconsistent with this act be and the same are hereby repealed.

S. 2022, in relation to the U. S. Artillery School.

S. 2127, to retire enlisted men in the Regular Volunteer Army.

S. 2145, to repeal so much of the Army Appropriation bill act as provides for the retirement of General William T. Sherman and Lieutenant General P. H. Sheridan.

S. 2183, granting a pension of \$50 a month to Julia T. Scott, widow of Rear Admiral G. L. Scott.

S. 2203, Johnston, to give the Chesapeake and Ohio Railroad Company privilege to extend its road from present terminus on waters of Mill's Creek, to a point at Fortress Monroe, Virginia.

S. 2204, Johnston, giving the approval of Congress to agreement entered into between the Secretary of War and Joseph Segar and C. C. Willard, relative to the construction of a hotel on the public grounds at Fort Monroe, Virginia.

S. Res. 111, authorizing the appointment of A. P. Frick as an assistant surgeon in the Army, with the rank of lieutenant, to date from November 1, 1882, and relieve him from the disability imposed by his service in the Confederate Army.

S. R. —, to permit the erection of statues of Garibaldi on the grounds of National Cemetery at Vicksburg.

H. R. 932, to place the name of Assistant Engineer Howard D. Potts, U. S. N., on the retired list for disabilities incurred in the line of duty.

H. R., 4676, for the relief of officers of the Army for services actually performed during the rebellion.

H. R. 6931, by Mr. Randall, to repeal the section of the Appropriation bill, approved August 5, 1831, which authorizes the appointment of an Assistant Secretary of War and Assistant Secretary of the Navy.

H. Res. 297 authorizes Major General Daniel E. Sickles, U. S. A., to accept the French decoration of Commander of the Legion of Honor.

The House Naval Committee reported favorably on Friday on the Joint Resolution 126, authorizing the publication of the papers of the late Commander M. F. Maury, relating to the establishment of a system of wind and weather observations on the ocean and deep sea sounding; also favorably on Mr. Hewitt's resolution calling on the Navy Department for information concerning the number of vessels lost or damaged at sea, and the amount of work done in the various navy yards, during the year 1882.

The House, in Committee of the Whole on the private calendar, passed on Friday bills for the relief of Lieut. Col. T. G. Baylor and Major Jacob E. Burbank. The bill for relief of the officers and crew of the steamer *Monitor* was passed over informally.

THE JEANNETTE INQUIRY.

SEAMAN Ninderman has occupied the attention of the *Jeannette* board during the past week with a touching narrative of his part in the *Jeannette* expedition. He was emphatic in his approval of the action of his dead captain in every respect. Coming to the time when he separated from Capt. De Long, Ninderman said that the Captain was "pretty well played" and offered to carry his load, but the Captain declined, saying he was all right; after a half hour's walk witness made the same offer again, but it was again declined; after struggling along awhile the Captain and the Doctor again fell behind; witness again asked the Captain to allow him to carry the bundle, but he said, "Take the rest of the men and go ahead until you find a camping place and I will catch up."

Witness said he had but little hope of finding assistance, and the Captain replied, "Ninderman, do the best you can; if you find assistance come back as soon as you can, and if you don't, you will be as well off as we will be."

They held prayers, and the Captain called witness aside and said:—

"Ninderman, I think you will have to go only about twelve miles to reach a settlement, and I think you and Noros can make it in three or four days."

When it came to describe the sufferings and death of one of his comrades, Erickson, the witness was utterly unable to resist the rush of feeling called up by his recital. With an effort he half gasped out, "I cannot go on now, sir," and hastily left the room. The incident was a pathetic one and Court and spectators were deeply moved. Commodore Temple, president of the board, ordered a recess of a half hour, remarking: "Poor fellow, he never broke down up there when he was put to the test; but his sympathies for his lost companions have overcome him."

KRIEGSSPIEL AT WILLET'S POINT.

To the Editor of the Army and Navy Journal:

It may be of interest to the "Anxious Inquirer" of your last issue, and perhaps to others, to learn that the Kriegsspiel exercise has been introduced as a part of the regular proceedings of the Essayons Club of the Corps of Engineers. The practicability of carrying it on successfully without the compulsion found necessary in some foreign services can probably be tested here better than at any other post in the Army. The Battalion of Engineers has a high military spirit, owing to its brilliant record, especially as infantry, in two wars. In time of war, when not engaged in more important duties, these troops have invariably been put into the line of battle. In fact, they have always been regarded as select infantry, and have never been considered non-combatants except in time of peace.

Owing to the proper requirements of the service, the battalion is exempted from the arduous, but not particularly instructive duties of Indian police, and it is constantly engaged in instruction and preparation for war; hence it is one of the most purely military organizations in the line of the Army. Its young officers are annually renewed by selections from the honor-men of the Academy. These officers are kept constantly employed in exercises and investigations, most of which relate to war, and they are further stimulated by the prospect of their promotion examinations, at which they are required to be well posted on all military questions. The high position taken by the battalion in marksmanship (a position attained before Creedmoor was thought of), and the superiority of its discipline and its instruction in purely military duties are due to these facts.

Under these circumstances we may expect to find here greater interest in scientific military investigation than at most Army posts, and on this expectation rests our hope for success in the Kriegsspiel exercise.

Kriegsspiel has been played here at irregular intervals for many years; indeed, I believe this is the first military post in the country at which it was introduced. For a variety of reasons, however, it has never been systematically conducted. Capt. Livermore's system will be the one employed, as it is regarded as decidedly the best by officers who have given the subject much careful attention; but the works of Von Tschischwitz, Baring, Meckel, Von Trotha, Von Mayer, Zipser, Verdy du Vernois, Von Naumann, Timmerhans, Von Braun, and Totten, the Vienna and Italian Instructions, and other books, will be always at hand for reference in the rooms of the club. Thus each officer will be able to form an independent opinion regarding the relative merits of different systems.

In conclusion I will say that it takes a good deal of honest application and practice to acquire a thorough knowledge of the art of Kriegsspiel, and great judgment and mental activity to use it well when acquired. Of course this is a "strain on most minds," but the severity of the strain depends entirely on the character of the mind. Probably there are officers who are incapacitated by mental limitations from acquiring a knowledge of Kriegsspiel; indeed, there are some who are even unable to come to a conclusion on the "Fitz-John Porter problem." As for your active-minded correspondent, I am sure he ought to experience no great difficulty with this subject; but I suspect that, although he signs himself an "Anxious Inquirer," his anxiety has not been sufficiently intense to stimulate him to any serious investigation. With a very slight knowledge of the German language, and a concentrated mental effort of about five seconds, he could, for example, have learned that the title of the exercise is spelled with two ss. CHAS. W. RAYMOND.

WILLET'S POINT, Nov. 28, 1882.

The Washington correspondent of the New York Times writes thus regarding the expected White House festivities for the winter:

The President having some pride about doing such things correctly, and as brilliantly as circumstances will permit, it is probable that the round of receptions and dinners at the White House this winter will be in keeping with what is predicted will be an unusually brilliant season. Last winter, while the President was writing his communications to Congress and his notes to personal friends on paper deeply bordered with mourning, it was proper that a degree of restraint should be observed at the Executive Mansion. The season of official mourning was long ago ended, and the occasion for it has faded from the memory of most people here. In preparation for the fitting reception of guests at the White House, the interior, as well as the exterior, has been improved. The scaffolding is still up in the halls and the vestibule, but the work of the decorators will be completed next week. When the great throng of all sorts of people files into the East Room on New Year's Day it will see and shake hands with the President in an apartment freshened by the cleaner and the painter and the upholsterer. Soon after the New Year reception will come the dinner to the Cabinet. Then the Diplomatic Corps and the Justices of the Supreme Court will be dined in state, and there will be receptions to the Army and Navy, the Senators and Representatives, and to everybody else who may be favored with a card. In addition to the usual round of dinners to selected parties, the President contemplates giving a series of dinners to the Senators.

Mr. William A. Nutz, Chief Engineer of the Fire Department at Fort Leavenworth, died at the fort November 28 and was buried November 28. The funeral services were conducted by Rev. J. B. McCleery, chaplain of the military prison. Gen. A. P. Blunt and a number of other commissioned officers were present. Mr. Nutz was forty-four years old at the time of his death, and had been employed at Fort Leavenworth in the responsible position of machinist and chief of the fire department for almost fifteen years. He was a valuable man, and his loss will be keenly felt by the officers at the fort.

The Times of November 28 says: Dr. Comfort has returned from Fort Randall, D. T., and left yesterday to join his station at Fort Hays, Kansas. Mr. Rodman, of Rock Island Ill., is at the garrison visiting his brother, Lieut. J. B. Rodman, adjutant 20th Infantry. Jack Ripley, chief clerk at the military prison, is happy—a boy.

(Correspondence of the Army and Navy Journal.)

AFFAIRS AT ANNAPOLIS.

NAVAL ACADEMY, Dec. 2, 1882.

The writer of the letter headed "Affairs at Annapolis," in the last number of the JOURNAL, has been misinformed concerning the cadet hop, or his letter was written before the hop and left unchanged.

Mrs. Farquhar and Cadet Gillis, neither of them received—and of the whole list of officers mentioned as being present only five were there. The Superintendent's family are a mourning and do not attend the hops. None of the following officers attended the hop: Commanders Farquhar, Robeson, Cook, Harrington and Sigby, and Lieut. Commander Thomas. The floor committee did not consist of Cadets Greene, Street, Barnard, Gillis and Jackson, but of those mentioned and five others equally important.

(Correspondence of the Army and Navy Journal.)

FORT SHAW, M. T.

NOVEMBER 23, 1882.

The paymaster arrived here from Helena on the 9th, and paid on the 10th. Our new schoolhouse, which is also used for library, church and concert hall, is a fine building, and was built under the supervision of the Quartermaster.

Lieuts. Warwick and Adams, of the 15th Infantry, arrived here from Fort Assiniboine on the 21st, and a hop was given that night by the officers and ladies of the post in their honor. They are going East on a six months' leave. Lieut. Jones, our Regimental Quartermaster, is going East on the 1st of December, on a six months' leave, and has been busy for the last two weeks turning over property to Lieut. Thies, who is to be Q. M. pro tem. The weather at present is good. We had a fall of beautiful snow Nov. 31; but it disappeared in a few days.

There is to be a dance on Thanksgiving night given by our Sociable Club, which promises to be a grand affair. AXAX.

(Correspondence of the Army and Navy Journal.)

NEWPORT (R. I.) JOTTINGS.

NEWPORT, Dec. 8, 1882.

The City Council of Providence have voted the sum of \$5,000 or a statue to the late Gen. A. E. Burnside, providing that it be placed in that city. There is no doubt but that the private subscriptions for the same project will amount to \$10,000. More and it is safe to say that the movement will take some definite shape at an early day.

Assistant Engineer Remick's place on board of the *Samuel Dexter* has been filled by Assistant Engineer Rockefeller, who has been ordered here from the *W. E. Chandler*.

Commander Francis Morris, U. S. N., is slowly improving. The *Saratoga*, Commander Taylor, arrived at a late hour from Aspinwall, via Key West, Friday night, and anchored in the outer harbor. Midshipman Schwerin, who had been quite ill, is convalescent.

The new commander of the revenue cutter *Samuel Dexter*, Capt. J. G. Baker, is very popular on this station, where he has been twice before.

The flag at the Torpedo Station was at half-mast on Monday out of respect to the memory of the late Rear-Admiral Strong, and at noon the customary salute was fired.

Dr. W. L. Simon, U. S. N., has taken possession of the Bull cottage.

The engagement of Mr. Oliver H. Belmont, who recently resigned from the Navy, to Miss Whiting of New York, has been announced here.

Brig. Gen. Rhodes and staff inspected the Newport Light Infantry, Capt. Schneider, Tuesday evening.

Commodore Luce, U. S. N., spent Sunday in Newport. Capt. Thomas O. Selbridge, in command at the Torpedo Station, has been at the National Capital for several days.

In the last issue of the Newport (weekly) *Mercury* appears the following significant paragraph: "Most of our citizens fail to see where the project of the training fleet to Newport is derived. The fleet proposes to winter in Southern waters, and to summer on foreign cruises. What time is left for Newport does not appear. In short, the general opinion is, that we have been sold, and the goods delivered without any compensation. It remains now to be seen how much the State is willing to do towards paying for the site which it tendered the General Government."

(Correspondence of the Army and Navy Journal.)

U. S. S. QUINNEBAUG, Island of Malta, Nov. 17, 1882.

We arrived here on the 15th instant from Syracuse, Sicily, after a day's passage. We found the flagship *Lancaster* here. Yesterday we transferred to her several sick men and men whose term of service in the Navy had expired, amounting to 21, and she started out for Palermo last evening to meet the *Nipsic* there. The *Nipsic* leaves Palermo on the 25th for home, stopping at Gibraltar, thence to Lisbon to receive the body of Midshipman Sparhawk, left there by the Apprentice Squadron last summer. She expects to return to the United States about the middle of January. The *Quinnebaug* expects to return in about four months time. We transferred to the *Lancaster* a large quantity of provisions for the *Nipsic*, which will compel us to go to Villefranche for more provisions. Our Engineer's yeoman, who has been with us six years, has gone home to Washington.

While at Syracuse your correspondent had an opportunity of noting several interesting incidents. A few minutes walk from the city, in a romantic glen where the boughs of the trees are hanging low, laden with oranges and lemons, lies buried the remains of Midshipman W. B. Nicholson, U. S. N., killed in a duel in 1804. A tablet set in the rock states: "Sacred to the memory of W. B. Nicholson, Midshipman in the Navy of the United States of America, cut off from society in the bloom of health and youth; died 1804, aged 18." Three other U. S. Naval officers of the Tripolitan expedition, viz.: Lieut. Jos. Maxwell Cartee, commanding gunboat No. 10, and J. S. De Blois, Purser, lie buried in the large and beautiful grounds of the Villa Antonino, owned by Signore Antonino. Monuments erected to the memory of the latter three officers by their shipmates, denote their resting-place.

G. C. M. O. Nos. 46, 47, 48, and 49, Navy Department, publish the proceedings, etc., in the following cases: George Darrell, landman; Wm. Bush, O. S., and Albert J. West, O. S., sentenced for mutinous conduct to three years' confinement and loss of pay and dishonorable discharge. Period of confinement reduced to one year at Marine Barracks, Mare Island. Private Joseph Gardner, U. S. Marine Corps, sentenced to confinement to one year's confinement, loss of pay, and dishonorable discharge. Period reduced to six months at Marine Barracks, Mare Island, in consideration of confinement awaiting trial and previous good conduct. Corporal Wm. Lunney, U. S. Marine Corps, sentenced for "leaving station before being regularly relieved," and "absence without leave," to reduction to private, six months' confinement, and loss of pay. Period reduced on account of recommendation of court and previous good conduct to three months at Marine Barracks prison, Boston. Private Patrick E. Cunningham, U. S. Marine Corps, sentenced for theft, in violation of the 8th Article for the government of the Navy, to five years' confinement, loss of pay, and dishonorable discharge. Period reduced to three years at Connecticut State Prison, Wethersfield.

THE STATE TROOPS.

STAFF OF GOVERNOR CLEVELAND.

There is no telling who is Governor until after Election, and there is no certainty as to whom the new Governor of New York will select for his staff until he himself makes the announcement, but the information we receive is to this effect:

Adjutant-General, Col. A. J. Parker, of Albany; Inspector General, Gen. F. H. Briggs, of Brooklyn; Chief of Ordnance, Gen. D. D. Wylie, of New York; Inspector of Rifle Practice, Capt. C. W. Robbins, of New York; Judge Advocate General, Gen. Martin T. McMahon, of New York; Paymaster General, Mr. Rich, of Buffalo; Aides, Col. Utley, of Buffalo, and Lathrop, of Corning.

Col. Parker is a son of Judge Amasa J. Parker, and a member of the law firm of Parker and Countryman. He has considerable National Guard experience, was Colonel of the 10th regiment of Albany, and acquired a good deal of note by the mastery of organization of his Q. M. Dept. Last winter he was Chief of the Military Committee of the Assembly, and introduced what became known as the Parker code.

Gen. Briggs served through all the grades in the 13th regiment until he became its Colonel. When Gen. Woodward was made Inspector General he took Briggs for his assistant, and when Gen. Woodward became Adjutant General, Briggs was appointed Inspector General, but did not hold the position long as the Governor's (Robinson) term of office expired soon after. Gen. Woodward speaks highly of his qualifications.

Gen. Wylie is the present incumbent of the office for which he is mentioned, and has for a large number of years performed its duties to the satisfaction of all. Capt. Robbins is a 7th regiment soldier, where he held the position of Inspector of Rifle Practice for a number of years. He was connected with the late International Team as its Adjutant, and is said to be a man of great force of character.

Gen. McMahon is Receiver of Taxes in New York. He served during the war as Adjutant General on Gen. Sedgwick's staff. Afterwards he held the position of Minister to Paraguay. He is every way exceptionally well fitted for the place.

Mr. Rich is President of a Buffalo Bank. Col. Utley is on Gen. Rogers's staff, and Mr. Lathrop is a civilian. As Surg. General we have Dr. Joseph D. Bryant of the 71st regiment, who won so many laurels at last summer's camp by the efficient management of the medical department, of which he had charge.

THIRTEENTH NEW YORK—Colonel D. E. Austen.—Under our system of visiting successively all the regiments in Brooklyn, as well as in New York, to note the progress in company drills, we witnessed on Friday, December 1, the drill of Co. E, Captain Fackner. The company was equalized into 12 full files, and the cadet company of the regiment was present, voluntarily, for instruction, and was formed as a part of Co. E, drilling as the 2d platoon. Captain Fackner acted as instructor, and Lieut. Kirby commanded the 1st platoon, (Co. E,) while Lieut. Smith commanded the 2d platoon, (cadets.) The boys appear not yet set up in drill, and as they were without arms, interfered somewhat with the progress of Co. E, and we think that if the Colonel was the one responsible for the union of the commands, his action was, to say the least, inadvisable.

Company E was remarkably steady; ranks well closed and aligned, the arms with the exception of the second file from the right, carried with perfect uniformity of slope; in fact, while the men in ranks were perfect, not only the left guide, but the lieutenants, were rather rusty, and gave evidence of lack of knowledge in platoon movements. Lieut. Kirby fails to use his voice with proper volume, and should not be afraid to distinctly enunciate. By the union of the two commands Captain Fackner had a front of 28 files, and instructed with marked ability. His company has taken one of the first places in the regiment, and is doing fair recruiting work. Its progress is, perhaps, more marked than that of any company in the regiment. The wheels made were perfect.

Company I should have drilled this evening, (December 1), but was reported as holding a meeting. The example of Co. G might be followed to advantage, never missing a single drill night, and holding its meetings on different nights from those designated for drill.

Lieut. Colonel Gates has tendered his resignation. He was formerly Major General of the 5th division, (Ulster county), and was a soldier of the late war. Capt. Watson is mentioned as his successor. Others spoken of are General Briggs, Col. Story, Major Tyson, ex-Colonel Bradley, of the 47th. A prominent Lieutenant says Major Tyson will be promoted, and Colonel H. C. King elected major in his place.

SEVENTH NEW YORK—Colonel Emmons Clark.—The first drill of Co. K, under its new captain, which we witnessed, took place on Wednesday evening, November 29. The company had a front of 20 files. The larger part of the time was devoted to marching without muskets, which had been stacked for the purpose. As we have stated before, the company was somewhat run down in proficiency in drill, and it will take considerable time, pains and patience to bring it up on a level with the best in the 7th. The exercises consisted mainly of marches in column of fours and in line, mostly in oblique directions, where instruction and practice are very much needed, the men showing that they were not at all able to execute oblique marches with that exact preservation of parallelism which particularly characterizes this regiment. They showed also some defect in halting and facing to the front after marching obliquely. Another large part of the drill hour was devoted to perfecting the men in forming column of files and reforming in column of fours, after which arms were taken for execution of the manual by the numbers. Captain Bacon showed himself very pains-taking and persevering.

Company C, with a front of 24 files, went through a very good drill in the school of the company, which included some excellent formations of line to the front, and on the right and left; marches in line, to the front and in oblique directions, and wheels on the march and from a halt. As no mistakes were made, and nothing occurred which requires remark, we do not give a resume of the movements in detail.

On Friday evening, December 1, we witnessed the drill of Cos. A and H, (Conover's and Price's). Both presented fronts of 20 files, and made handsome performances, the marching and wheeling in double time by Co. H being some of the finest we ever witnessed. Neither company committed any blunders, yet it seemed as if Co. H did not perform the fix and unfix bayonets in the usual uniform manner peculiar to the 7th. As a general thing, all the companies of this regiment go through the school of the company in a way which leaves very little room for improvement, and we repeat our recommendation to them to take up skirmish drill, guard-mounting, etc. We understand that Capt. Abrams, of Co. G, lately made a new departure in this direction.

TWELFTH NEW YORK—Col. S. V. R. Cruger.—Wing drills in this regiment were commenced on Wednesday, Dec. 6. Companies F, I, G and H, reporting with Lieut. Col. Wilson as instructor. On account of the limited space the fronts were reduced to eight files, part of the extra files being excused and part being thrown into the rank of file closers. This caused much inconvenience. The formation, (repeated three times), during the first two efforts was about as bad as it could be. The drill for the first hour, with the exception of the manual of arms, was a decidedly bad one. Let the officers refresh their memories by consulting the Tactics. The instructor finally, at one of the halts, made officers and guides feel that the errors were not due to the men in ranks, but to those who had the directing power. The lesson was not lost, and the second hour of the drill was marked by a striking improvement, yet the performance was not equal to what we had a right to expect. Company B, K, L, and A, were instructed on Friday, Dec. 8, by Col. Cruger; a report of which will be given in next week's JOURNAL.

CONNECTICUT.—The following named gentlemen will constitute the staff of Gov. Weller of Connecticut:

Adjutant General, Major General D. N. Conch, of Norwalk; Quartermaster General, Thomas McManus, Hartford; Surgeon General, E. L. Bissell, New Haven; Aides-de-camp, Norris G. Osborn, New Haven; William N. Woodruff, Hartford; F. A. Marden, Stamford; and George D. Post, Putnam. The Commissary General will probably be E. M. Graves, of New Haven, or H. P. Harris, of Salisbury.

We learn that the sharpshooters (those who made 40 per cent. and over) will receive a silver instead of the ordinary bar. Progress in the rifle practice has been very marked, and it is expected that fully 30 per cent. have qualified in excess of the number of last year.

We have received invitation to a fair of James C. Rice post, G. A. R., which will be held at the Grand Opera House on Dec. 13, 14, and 15.

The first drill and promenade concert—sixth season—of the 11th Separate Co. (Eagle Troop), Mount Vernon, Capt. J. M. Jarvis, will be held at their armory, on Monday evening, December 11.

(Correspondence of the Army and Navy Journal.)

BOSTON NAVY-YARD.

BOSTON, Dec. 7, 1882.

An attempt was made Monday to take the *Pushatan* out of the dock; but, owing to the insufficient tide, her paddle boxes would not clear the guards at the gateway, and she was put back in her old position to wait a higher course of tides. This failure was an exact repetition of what took place with the side-wheel steamer *Mississippi* in 1842.

The *Portsmouth* arrived Sunday p. m. in tow of the tugs *Vim* and *Elise*, and anchored in the stream. Her powder was taken out, and she hauled alongside under the shears Wednesday morning.

A medical board, consisting of Surgeon G. P. Winslow, P. A. Surgeon C. U. Gravatt, and P. A. Surgeon M. H. Simonds, has been appointed to examine George Gundersen, seaman, and Dennis P. Leary, at Naval Hospital, Chelsea.

A board is ordered to survey all articles belonging to Navigation Department, lamps, etc., on the *Wabash*, and consists of Commander C. V. Gridley, Lieut. Commander A. S. Snow and Lieut. N. J. K. Patch.

A board is ordered to hold a careful survey on all articles of the Construction Department on board the *Portsmouth*. The board consists of the following named officers: Constructor T. E. Webb, Assistant Constructor J. F. Hanscom, Carpenter J. P. Carter.

A board has also been ordered to survey the pennants, sheets, etc., of the Equipment Department. It consists of officers as follows: Lieut. Commander A. S. Snow, Lieut. N. J. K. Patch, and Boatswain J. B. Aiken.

GEN. GRANT AND THE PORTER CASE.

NEW YORK, Feb. 4, 1882.

The Hon. J. D. Cameron, United States Senate, Washington, D. C.:

DEAR SIR: It has been my intention until within the last few days to visit Washington this winter to spend some time, and there to have a conversation with you and with General Logan on the subject of the Fitz John Porter case; but having now pretty nearly decided not to go to Washington, I have determined to write, and write to you so that you may state my position to your friends, and particularly to Gen. Logan, and, if you choose, show this letter to any such people.

When I commenced the examination of the Fitz John Porter case, as it now stands, it was with the conviction that his sentence was a just one, and that his punishment had been light for so hideous an offense; but I tried to throw off all prejudice in the case, and to examine it on its merits. I came out of that examination with the firm conviction that an entirely innocent man had been most unjustly punished. I cast no censure upon the court which tried him, because the evidence which now proves his entire innocence of disobedience of orders it was impossible to have before that court. When I completed the investigation, and came to the conclusion that I did—of his innocence—my first thought was to write to General Logan, because I regard him as my friend—and I am sure I am his—and he had made probably the ablest speech of his life in opposition to the bill for Gen. Porter's restoration to the Army. I thought, therefore, it was due to him that I should inform him of the conclusion that I had come to after the investigation. But as the President was just about visiting the city when my letter to him was written, and it was desired to present it to him here, I requested, in lieu of a letter to General Logan, to have a copy of my letter to the President sent to him. This was done.

You are aware that when General Logan made his speech against General Porter, it was in opposition to a bill pending in Congress. He, like myself, was thoroughly convinced of the guilt of General Porter, and was, therefore, opposed to the bill. His investigations, therefore, were necessarily to find arguments to sustain his side of a pending question. I, of course, have no knowledge of the papers he would refer to, or would examine to find such arguments; but I know that he could have the testimony which was taken before the court-martial which convicted; probably, also, the arguments of the officer who acted as prosecutor when the case was before the Schofield court, and arguments that have been made by lawyers—J. D. Cox and others, possibly—all of which was in opposition to General Porter as much as that of paid attorneys in cases before civil courts. But my investigation of all the facts that I could bring before me of his occurrences from the 27th of August, 1862, and for some little time prior, to the 1st of September, the same year, show conclusively that the court and some of the witnesses entirely misapprehended the position of the enemy on that day.

Gen. Porter was convicted of disobedience of an order of

Gen. Pope's, dated at 4.30 p. m. on the 29th of August, to attack the enemy on his right flank, and in his rear, if possible. Despatches of Gen. Pope of that date show that he knew Gen. Lee was coming to the support of Jackson, who he thought commanded the only force in his front at that time, but that he could not arrive until the evening of the following day or the morning of the day after. It was sworn to before the court that this order of 4.30 p. m. reached Gen. Porter at about 5 or 5.30 o'clock in the afternoon, but it must be recollected that this testimony was given from memory and unquestionably without any idea at the time of the occurrence that they were ever to be called upon to give any testimony in the case. Investigation shows a despatch from General Porter, dated 6 p. m. of that afternoon, which makes no mention of having received the order to attack, and it is such a despatch as could not be written without mentioning the receipt of that order, if it had been received. There is other testimony that makes it entirely satisfactory to my mind that the order was not received until about sundown, or between sundown and dark. It was given, as stated before, to attack the enemy's right, and, if possible, to get into his rear. This was on the supposition that Jackson was there alone, as Gen. Pope had stated he would be until the evening of the next day, or the morning of the day following. I believe the court was convinced that on the evening of the 29th of August Jackson with his force was there alone; but now it is proved by testimony better than sworn evidence of any persons on the Union side that by 11 o'clock a. m. of the 29th Longstreet was up and to the right of Jackson with a force much greater than Gen. Porter's entire force. The attack upon Jackson's right and rear was, therefore, impossible without first wiping out the force of Longstreet. The order did not contemplate, either, a night attack, and to have obeyed it, even if Longstreet had not been there, Gen. Porter would have been obliged to make a night attack. But even as it was, I find that Gen. Porter, notwithstanding the late hour, did all he could to obey that order. He had previously given a command to Gen. Morell, who commanded his most advanced division, or one most fronting the enemy, to throw out a skirmish line to engage the enemy or to keep him occupied, and on receipt of this order, although at this late hour, he immediately sent orders to Gen. Morell to increase it from a skirmish line to a large force, and that he would be with him as soon as he could get there. He did actually go to the front, although it was dark, to superintend this movement, and as far as possible to prevent the enemy detaching anything from his front, thus showing a desire to obey the order strictly and to the best of his ability.

I find the Schofield board acquit him entirely, but throw

some censure upon him for having expressed a lack of confidence in his commanding officer. Such conduct might be censured, although if every man in the Army had been punished who had expressed lack of confidence in his superior officer, many of our best soldiers would have been punished. But, in fact, if this was not stated in the summing up of the case by the board, I should not have found that he had expressed any such lack of confidence. On the contrary, to my mind now, he was zealous in giving a support to Gen. Pope, and more so, possibly, for the reason that he knew among his former Army associates there was a good deal of apprehension, to say the least, of his fitness for his new place. It must be recollected that Gen. Pope was selected from a Western army and brought East to command an army where there were a great many generals who had had experience in a previous war, and who had, like himself, a military education, and there may (improperly) have been a feeling that it was a reflection upon them to go out of their own command to find a suitable commander, and it is also very probable that expression was freely given to that feeling. But it would be well to reflect what would have been the sentiments in the West if an officer from the Eastern army had been sent out to supersede all of them and to command them, and whether or not there might not have been some harsh criticisms, even by men who proved to be among our most gallant and devoted commanders.

Then, too, in re-examining the case, my attention was called again to Gen. Pope's early order in taking command of the Army of Virginia. I send you a copy of this order. You will see that it was calculated to make the army to whom it was addressed feel that it was a reflection upon their former services and former commanders, from that of a company to the commander of the whole, and that even as amiable people as Gen. Logan and myself are would have been very apt to have made some very uncomplimentary remarks if they had been addressed by an Eastern officer sent West to command over us in our field of duty.

I commenced reading up this case with the conviction that Gen. Porter had been guilty, as found by the court, but came out of the investigation with a thorough conviction that I and the public generally had done him a fearful injustice, and entirely satisfied that any intelligent man or lawyer who will throw aside prejudice and examine the case as I have done will come to the same conclusion.

As stated in my letter to the President, I feel it incumbent upon me, in view of the positions that I have held heretofore, and my failure then to do what I now wish I had done, to do all in my power to place Gen. Porter right before the public and in future history, and to repair my own unintentional injustice.

I addressed this letter to you, knowing that you will have a desire to do just what your judgment dictates as being right in the matter, and that you will state to whomsoever it may seem to you proper and necessary my present convictions upon this case. Very truly yours, U. S. GRANT.

LETTER FROM GEN. A. H. TERRY, U. S. A., TO GEN. GRANT.
FORT SNELLING, MINN., NOV. 19, 1882.

Gen. U. S. Grant, New York:

DEAR GENERAL: Will you permit me to express to you the very great gratification with which I have read your article in the *North American Review*. Dealing, as it does, with only the great essential points of Porter's case, and brushing aside as unworthy of serious notice all the petty sophistries with which his opponents have sought to confuse the public mind, it seems to me that it must carry conviction to every fair, unprejudiced man.

The questions involved in Porter's case are, of course, partly legal and partly military. Long ago the best legal authority of the country—such men as B. R. Curtis, Charles O'Connor and Daniel Lord—declared that the rules of law were violated by the conviction of Porter, even as the case stood before the court martial; and now that the highest military authority of the nation has pronounced in his favor upon the military questions, what is there left for the Government and the people to do except to hasten to make such reparation as may yet be possible for the wrong which has been done?

As perhaps you may know, I once, like yourself, believed Porter to be guilty. I believed that he had committed a crime so great that more human law could provide no adequate punishment for it. But when it became my duty to examine into the case carefully, I found that I had grossly erred. I found that, instead of being a criminal, he was a martyr.

So believing, it is a source of great satisfaction to me that I have borne some small part in his vindication. Looking back over the years that have elapsed since I entered the military service, I find nothing that gives me so much pleasure as the fact that I have had some part in that vindication, and I can think of nothing in the future which would be so grateful to me as to be able to do something more in behalf of one who has suffered so grievously and so unjustly. While I feel thus, you may imagine the gratification with which I find that the opinion which I now entertain, that what I believe to be the cause of truth, of right and of justice, is so strongly supported by yourself, and you will pardon me, I am sure, for expressing to you my feelings.

Very sincerely, etc., ALFRED H. TERRY.

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A Field Officer, writing in the London *Army and Navy Gazette* of the review of the troops from Egypt by the Queen, says: "It would not be fair to be hypercritical about the march past, but some few things are worthy of attention. The order about the bands commencing to play on the saluting base was not attended to, consequently there was at times a most discordant clashing, when one band struck up before the other had finished. This was very trying to the men, who were made uneasy by having to change step when the eyes of the multitude were upon them. The field officers at the head of the 84th did not salute together, the major on the left doing it on his own account. Indeed, it would be better for many of the field officers if they had a few lessons in saluting, for we saw some of them bring the hilt of their swords round about the region of their lower chest. We also think that staff officers should, when on parade, refrain from smoking. There can be no necessity to pull out a cigarette every ten minutes, when there is a full. It looks bad, and we heard foreign officers commenting upon it in very unfavorable terms. Staff officers also should be taught to ride, for with the exception of those belonging to

the cavalry and artillery, all 'jockeyed,' which is particularly unsoldierlike. An officer belonging to the Army Medical Department looked as if he would have been much more comfortable on foot, and at one time there seemed every possibility of his not remaining long on horseback."

The most brilliant shades possible, on all fabrics are made by the Diamond Dyes. Unequalled for brilliancy and durability. 10 cts.

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MARRIED.

BOUSE—Camm.—At Lynchburg, Va., Nov. 30, Ensign CLIFFORD J. BOUSE, U. S. N., to Miss ANNA CAMM.
WARRING—Camm.—At Cahuenga, near Los Angeles, Cal., Lieut. HOWARD S. WARRING, U. S. N., to Miss LUTIE COLE, daughter of ex Senator C. Cole.
EOLSTON—Bissell.—At New York City, Dec. 5, HENRY P.

EOLSTON to YEABEL M., daughter of the late Edward Bissell, Purser, U. S. Navy.

DIED.

BACON.—At Columbus, Ga., Nov. 18, Doctor JOHN E. BACON, grandfather of Lieut. John Bacon McDonald, 10th U. S. Cavalry.
FREEMAN.—Drowned, near Fort Snelling, Minn., Dec. 1, REESE DARLINGTON, eldest son of Captain H. B. Freeman, 7th U. S. Inf.

SMALL.—At San Antonio, Texas, at the residence of her parents, on the evening of November 27, 1882, CLARA GERTRUDE SMALL, eldest daughter of General and Mrs. M. P. Small, U. S. A., aged 16 years and 1 month.

SPOTTS.—At San Francisco, Cal., November 23, Miss LIZZIE H. SPOTTS, daughter of the late Rear Admiral Spotts, U. S. Navy.

STANLEY.—At Washington, D. C., Dec. 5, Rear Admiral FABIAN STANLEY, U. S. Navy, retired.

THOMAS.—At Georgetown, D. C., Dec. 2, GEORGE C. THOMAS, formerly 1st Lieutenant 4th U. S. Artillery, and Major General of the Militia of the District of Columbia during the war.

WYMAN.—At Washington, D. C., Dec. 2, Rear Admiral ROBERT H. WYMAN, U. S. Navy.

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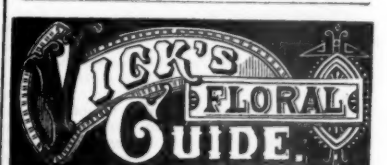
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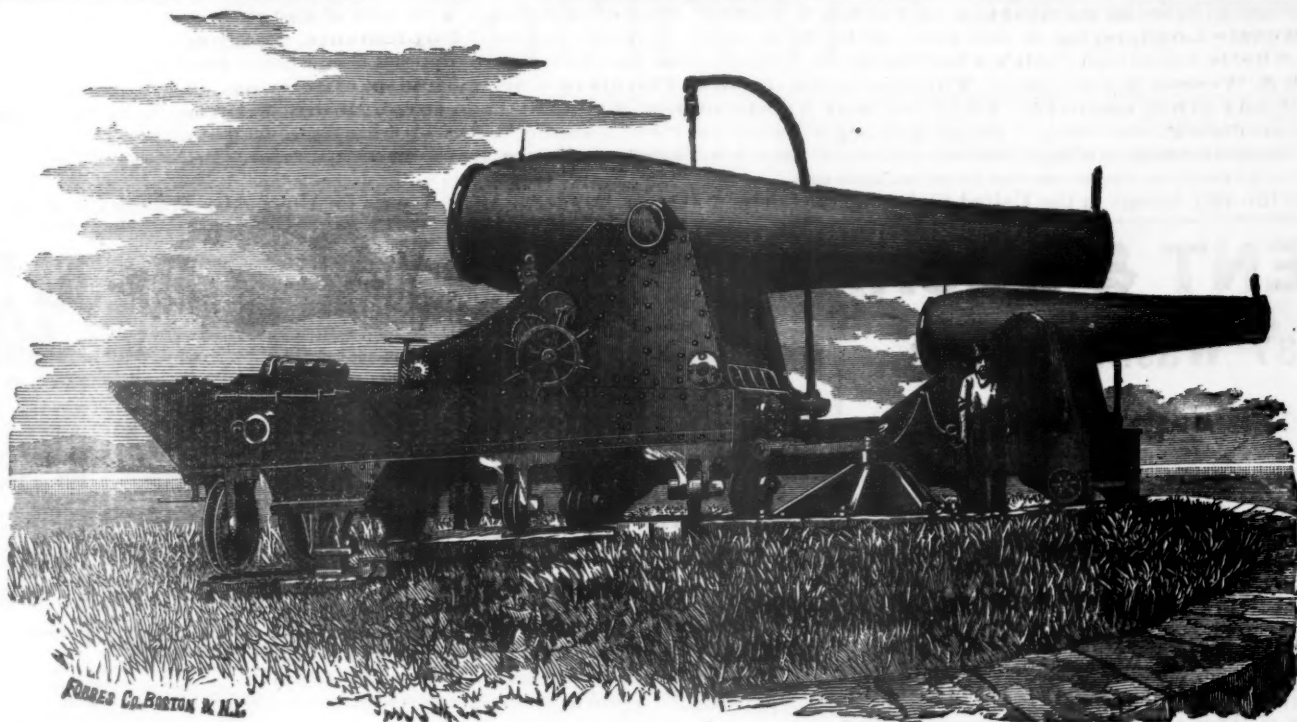
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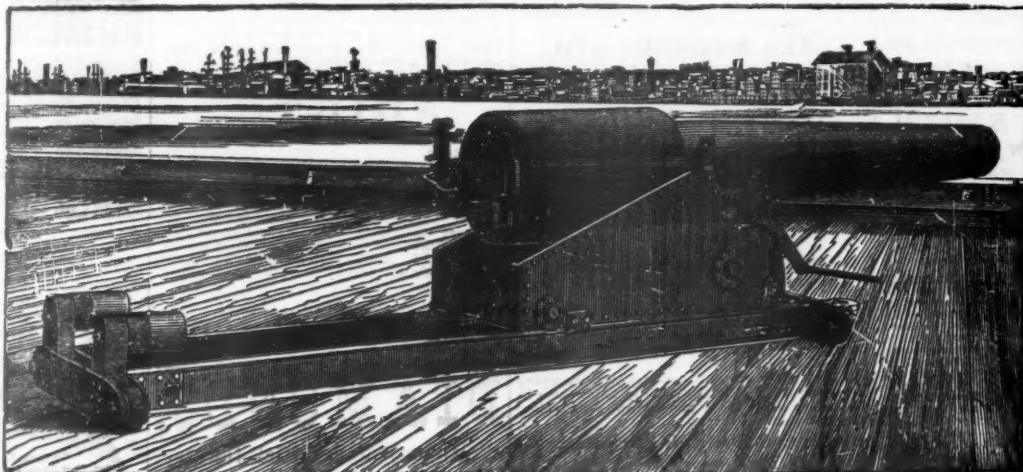
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